# AUTO EXPRESS

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## NEW TOYOTA RAV4 DRIVEN

**EXCLUSIVE** Verdict on big-selling SUV

## PEUGEOT 208 GOES CLASSY

First glimpse of slick supermini revealed

# ALL-NEW TWINGO

**OFFICIAL** Renault's Midas touch strikes again with stunning city car

TWINGO
E-TECH ELECTRIC

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## TESTED HYUNDAI'S 2026 BIG HITTERS

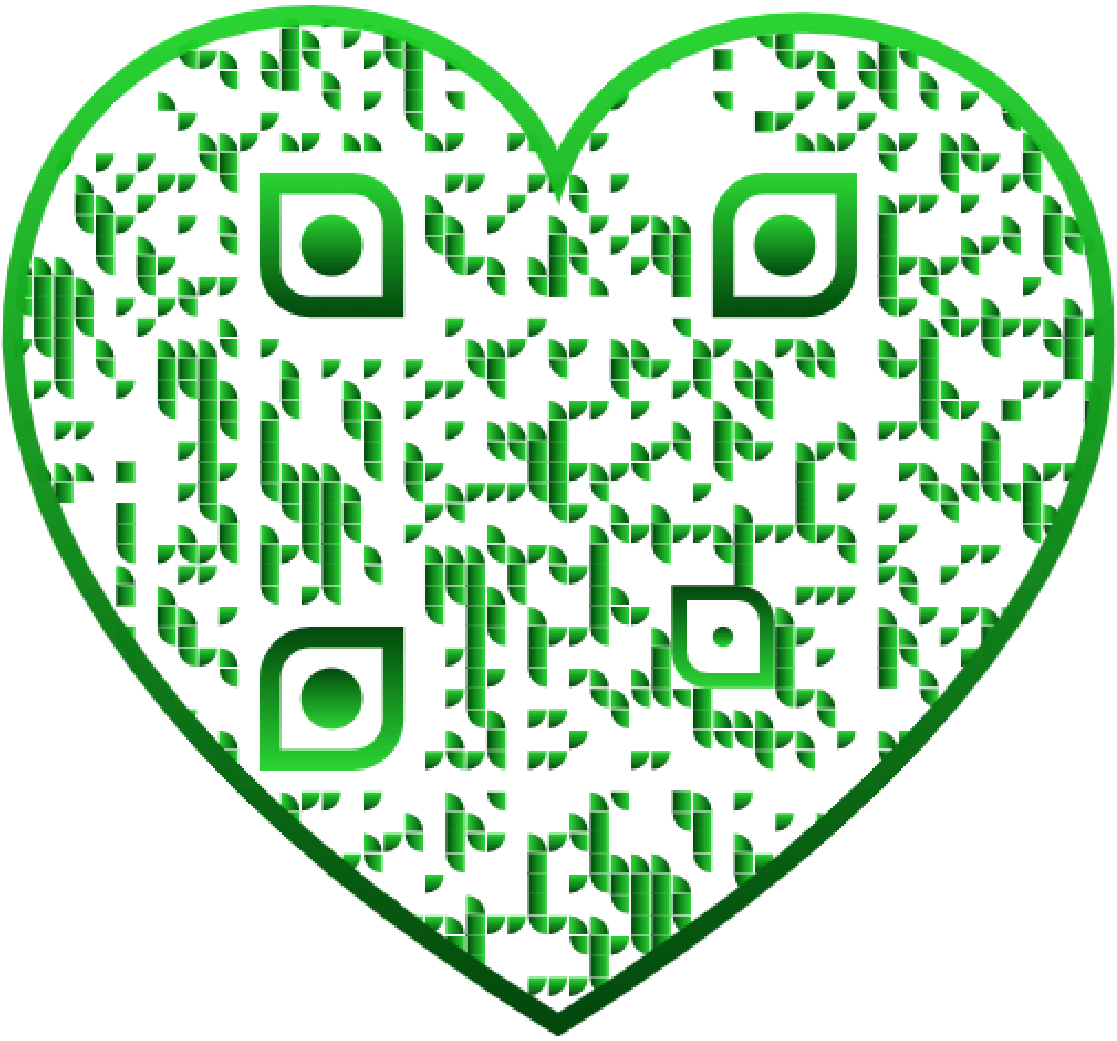
Phenomenal 6 N sets benchmark for hot EVs **PLUS** Can Ioniq 9 pip Peugeot to 7-seat family crown?

+

## DRIVEN THIS WEEK

- PORSCHE 911 TURBO S
- VOLKSWAGEN ID.5
- NEW GEELY EX5

**PLUS XMAS GIFT GUIDE**
Best big-budget presents revealed



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**AUTO EXPRESS ROAD TESTS**
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# THIS WEEK

AEX IT'S quite incredible to think how Renault has gone from functional mainstream maker to desirable small-car supremo in little more than 12 months. This time last year we were driving the new Renault 5 for the first time, declaring it a "successful homage to its historic predecessor".

Then came the Renault 4, a slightly less stylised but more practical version of the 5 that won our hearts and romped to a road-test victory against the Ford Puma in the summer. Not wanting to place all its eggs in its plug-in pannier, the maker revealed the divisive petrol Clio at the Munich Motor Show in September – a car we're immensely excited to be driving for the first time next month.

Which brings me to this week's cover star: the all-new Renault Twingo. We never got the original in the UK, yet there seems to be real appetite for the modern model's dinky dimensions, cutesy looks and retro design. One glance at the 'just-right' battery and powertrain specs and it's pretty certain to soar up the sales charts when it arrives here in due course.

I can only imagine the pressure Volkswagen Group's top brass in Germany are feeling right now. The conservative-looking ID.Polo needs to be nothing short of sensational if it's to steal sales from the R5, while Cupra will be hoping the razor-sharp Raval can continue the brand's upward trajectory into next year and beyond. SEAT will continue to tread water, at least until mild-hybrid tech attempts to transform its Ibiza and Arona ranges in 2027.

There are questions to be asked of Stellantis, as well. Can the multi-brand powerhouse regain momentum following a series of sloppy launches and false starts, and give the Citroen C3 and Fiat Panda the marketing money they deserve? The next-generation Peugeot 208 and Vauxhall Corsa superminis will have plenty of heavy lifting to do, too.

So credit where it's due: Renault deserves its moment in the spotlight. All it needs to do now is apply its Midas touch to its revenue-generating mid-size SUVs; the underwhelming Austral and slow-selling Rafale could be transformed by some of that R5 gold dust.

> **"RENAULT HAS BECOME THE SMALL-CAR SUPREMO IN LITTLE MORE THAN 12 MONTHS. I CAN ONLY IMAGINE THE PRESSURE THE VW GROUP BOSSES ARE FEELING RIGHT NOW"**

## RICHARD INGRAM

Richard.Ingram@autoexpress.co.uk

**DEPUTY EDITOR'S VIEW**

AUTO EXPRESS

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Evolutionary look for new SUV

## Renault's latest retro reboot is a new electric version of its iconic city car from the nineties

**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk

THE Renault Twingo has been reborn as an electric city car and could cost close to £17,000, when it goes on sale in the UK next year. Plus it represents a new era of innovation for the firm, having been developed in half the time it would normally take for a brand-new car.

The new Renault is almost identical to the concept that was revealed just two years ago and inspired by the iconic original from the nineties. The goal was to revive the spirit of that car and make sure the new model is recognisable as a Twingo, without being a mere "copy and paste", Renault Group's head of design Laurens van den Acker told us.

"The test was when people came to see the new Twingo. If they left happier than when they came in, we did a good job," he said. The new car's distinguishing feature are the LED front lights. These form the eyes of a 'face', while the plastic grille between them gives the car a cheeky smile.

The rounded body is one of many elements borrowed from the original, as are the stubby front end and short overhangs. But the three slats on the bonnet aren't air intakes; this is where you fill the windscreen washer fluid, using a special tool to open the panel.

Fans of the original will remember that it was only a three-door model, whereas this new model is a five-door to make getting into the back easier.

Renault has hidden the seals around the windows to make the Twingo look a touch more premium. Plus it added overriders into the bumpers for extra protection against the kind of bumps you might get on busy city streets or in a supermarket car park.

Finally, the rear features similarly distinctive LED lights plus a large, almost vertical screen with a thick plastic surround that van den Acker says reminds him of the cinderblock-like TV sets from the nineties. He also said the Twingo's badge was inspired by buttons on a PlayStation controller.

Customers will have a choice of some suitably fun colours, including three new shades: Mango Yellow, Absolute Green and Absolute Red. Standard fit on all UK models will be 16-inch wheels with aero covers, but snazzier 18-inch rims will be available.

Inside, every Twingo will feature a seven-inch digital instrument panel plus a 10-inch central touchscreen running Renault's excellent OpenR Link infotainment system.

Higher-spec editions will come with Google Maps, Google Assistant and other apps built-in, with access to over 100 more through the Google Play store. These cars will also get Renault's virtual assistant, Reno, which can find charging points or answer questions with help from ChatGPT.

Like every cheap-as-chips city car, the Twingo's interior features a lot of hard black plastic. However, after sitting in the car ourselves, we think Renault has done a great job of dressing things up by adding various textures to the surfaces, as well as injecting some character with body-colour panels on the dash and doors.

The interior is designed to offer supermini levels of space in a city car. Much to our surprise, despite it being just 3.79 metres long – shorter than a three-door MINI Cooper – six-foot-tall adults can fit in the rear. Only just, though, so it's better suited to small children, and there are two sets of Isofix mounting points in the back.

As in the original Twingo, there are individual sliding rear seats that can be pushed forward by up to 17cm, which is easily done with tabs in either ▶

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# L SMILES AS NEW VINGO REVEALED

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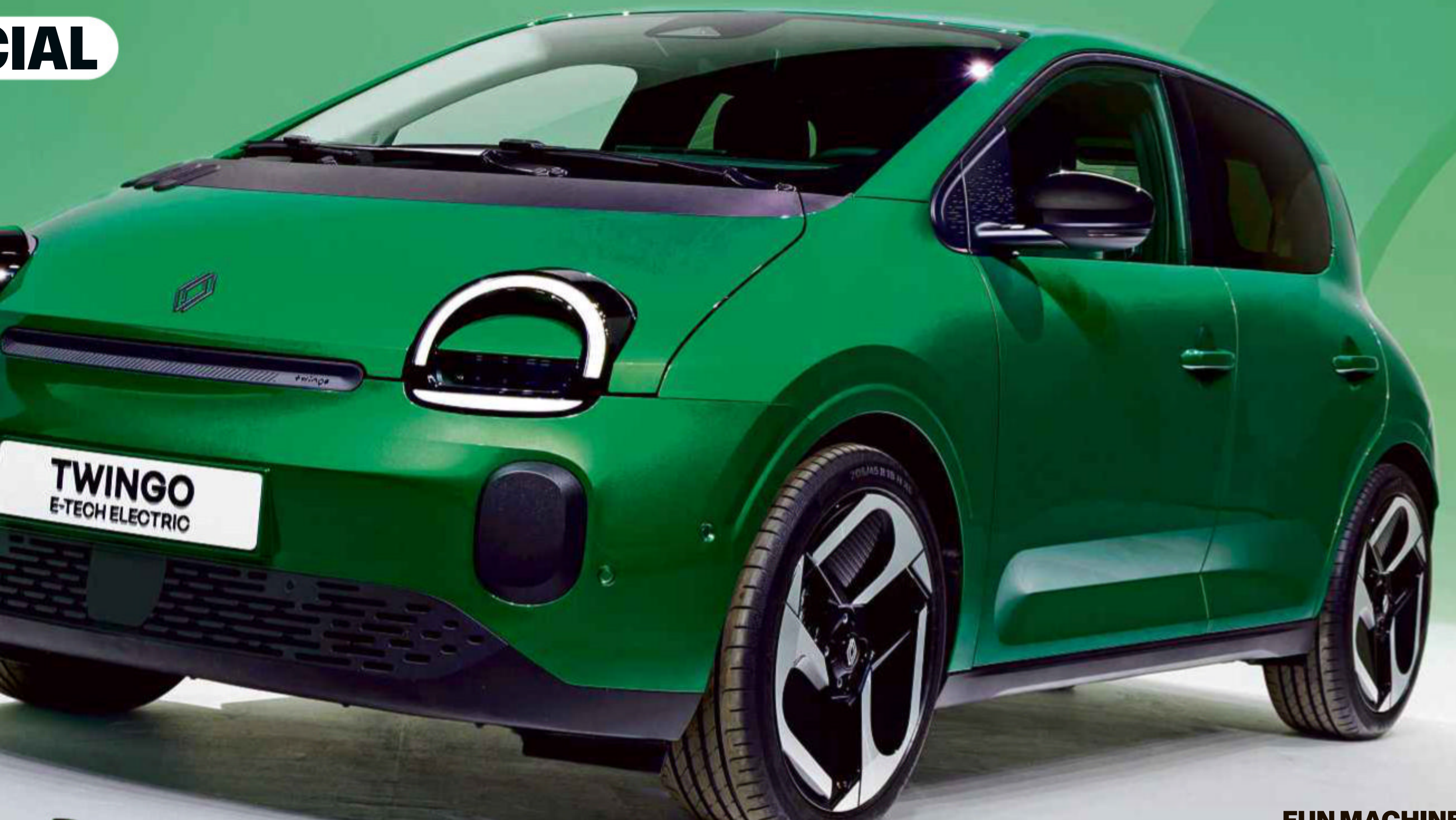
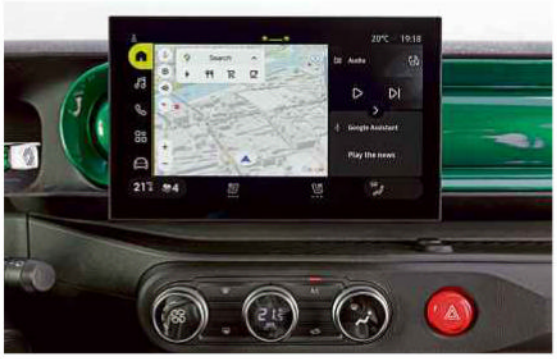
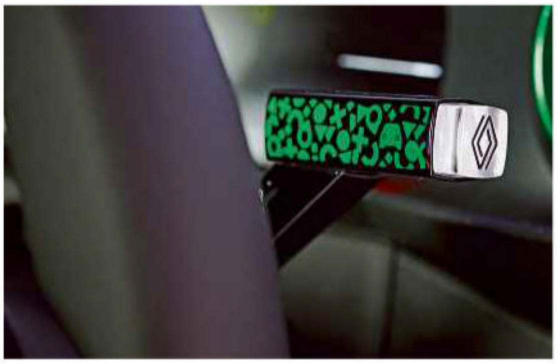


**FUN MACHINE**
Front end has been designed as a face, with the headlights looking like two eyes flanking a smiling mouth

**STYLING**
Several elements of the new car are unashamedly inspired by the original



**TECHNOLOGY** 10-inch touchscreen is standard on every version, with Google Maps on higher trim



**PLAYFUL** Twingo has same drive selector as R5, but livened up here, in keeping with car's character

**LAURENS VAN DEN ACKER** Renault head of design

## "THE TEST WAS WHEN PEOPLE CAME TO SEE THE TWINGO. IF THEY LEFT HAPPIER THAN WHEN THEY CAME IN, WE DID A GOOD JOB"

the boot or the rear cabin. This eats space in the back seats, but expands the boot capacity from 250 litres to a whopping 360 litres. That's nearly as much as a VW Golf can provide.

When you need all the space you can get, the rear seats will also fold down completely flat, giving you more than 1,000 litres to play with.

There's a further 19 litres of storage dotted around the cabin, and Renault has borrowed Dacia's YouClip system, with three anchor points to fix various accessories including an LED light, USB cable reel or folding shopping bag.

The new Twingo is based on the same AmpR Small platform as the Renault 5 and Renault 4, but it uses a bespoke powertrain that prioritises efficiency and cost-effectiveness.

For instance, instead of a more energy-dense nickel manganese cobalt battery like the R5, the Twingo has a lithium iron phosphate pack. It's the same technology as found in the Citroen e-C3 and other affordable EVs, and offers an ideal price-to-range ratio for a city car, Renault says.

The 27.5kWh battery will offer up to 163 miles of range, while the compact e-motor driving the front wheels produces just 80bhp, which isn't that much more than the Mk1 Twingo. It means 0-62mph takes 12.1 seconds, but the e-motor delivers 175Nm of torque, and the Twingo only needs 3.8 seconds to get from 0-31mph – which is arguably a more relevant stat for a city car like this.

Higher-spec models will also have paddles behind the steering wheel to adjust the regenerative braking and offer a one-pedal driving mode.

However, you will have to pay extra to unlock the Twingo's maximum DC charging speed of 50kW, which allows a 10 to 80 per cent top-up from most rapid chargers in about half an hour. Fully recharging the battery from a standard 7kW home wallbox should take less than five hours.

The new Renault won't go on sale in the UK until late next year, but in the meantime, you can buy a 'Twingo R Pass' for £100 that ensures you'll be among the first to place an order.

Speccing a Twingo should be easy, because there'll only be that one powertrain, plus a choice of either Evolution or Techno specification.

Standard kit will include the dual displays, plus wireless smartphone connectivity, rear parking sensors, cruise control, lane-keep assist and a driver-monitoring system. Techno trim adds, among other things, those Google services, one-pedal driving, a reversing camera, keyless entry and automatic high beam.

So far, all Renault has said is that the new Twingo will cost from less than 20,000 Euros in Europe, and less than £20,000 here, without incentives. If we assume a starting price of around £18,000 to £19,000, that would already make this one of the UK's most affordable EVs.

However, if the Electric Car Grant is still available at the time, the Twingo should qualify for a £1,500 discount. This would allow its price to drop to nearer £17,000, making it one of the country's cheapest new cars, full stop.

**DETAILS** Neat touches include the Twingo logo stamped into dash, plus symbols in the roof (below)

**INSIDE LINE** Design boss van den Acker (right) tells our man how he approached Twingo's styling

**LAURENS VAN DEN ACKER** Renault head of design

## "IT MUST BE RECOGNISABLE, BUT NOT A COPY AND PASTE"

**TOP STORY**

# Fresh ways of working are crucial to success of Renault's new baby

ONE hundred weeks – that's all Renault needed to get the reborn Twingo from a show car to the production-ready model you see today, setting a new standard for European car makers.

Renault's top brass were as stunned as we were when, on 15 November 2023, then-CEO Luca de Meo said the all-new Twingo would be ready in just two years – meaning the firm would match the speed and agility of its Chinese rivals.

To do so, Renault had to embrace the kind of rapid decision making that only Chinese brands such as BYD and Geely have been capable of until now. Instead of going back and forth with countless meetings and studies to find the right solution, those in charge make a decision, and that's that.

Renault went further, though, establishing its own R&D centre in Shanghai. This enabled work on the Twingo to continue 24/7, and the use of a manufacturing ecosystem renowned for rapid development times and technological expertise.

But the firm's Technocentre in Paris was still the conductor of this trans-continental orchestra, and the firm didn't use off-the-shelf bits to make life easy. Almost everything on the Twingo is new.

But why should potential buyers care? Shorter timeframes mean reduced development costs, so the Twingo can be sold at a bargain price. Yet it will – Renault claims – be profitable, which is a bigger concern than ever for makers of small cars.

It's also going to give the little Twingo a big advantage, because it will have the market to itself for at least a year before VW's rival is here. I guess you really can teach an old dog new tricks.

## "SHORTER TIMEFRAMES MEAN REDUCED COSTS, SO THE TWINGO CAN BE SOLD AT A BARGAIN PRICE"

**ELLIS HYDE**
News reporter

# DRIVEN New Toyota bat

**REVEALED** Long-served Hilux name is looking to the future with a new version powered by electricity

**Dean Gibson**

Dean.Gibson@autoexpress.co.uk

YOU'D be forgiven for not recognising the vehicle in these pictures. That's because, instead of following the traditional procedure and revealing images of the new Hilux weeks or even months ahead of first drives, Toyota has chosen to roll it all into one.

But not only has the dependable Hilux been given a new look inside and out, there are some fairly extensive changes under the skin, too. And the main one of these is that, for the first time ever, it's available with a zero-emission electric powertrain.

Based on a re-engineered ladder-frame chassis, the drive battery is located between the frame rails. This does mean a compromise in terms of battery size, though, with a modest 56.2kWh pack fitted.

This is connected to two electric motors – one on each axle – so the Hilux BEV has permanent four-wheel drive. However, there are no diff locks or low-range gears included. Instead, a system called Multi-Terrain Select adjusts the response of the electric motors to the conditions, either automatically or by selecting one of five modes for different surfaces.

The response of the powertrain is good from lower speeds. There's a combined output of 193bhp, while Toyota quotes a torque figure of 206Nm for the front electric motor and 269Nm for the rear. That's not enough for the Hilux to deliver a rear-biased power delivery; it's set up to understeer to keep you out of trouble.

Swapping diesel for electricity is a step change. The lack of noise from under the bonnet means that all other sounds are amplified, but because the Hilux BEV is well built, it does a good job of cruising in refined silence, while a revised suspension layout boosts comfort significantly over the diesel.

Toyota has fitted the latest Hilux with electric power steering, and it needs a lot of arm twirling to go from lock to lock, which can be a chore at lower speeds. However, when we tried the truck off road it didn't seem to be quite such a big issue.

The quiet running of the Hilux BEV adds an eerie quality to off-road driving, with the main sounds being the tyres crunching over whatever you're traversing. There is whine from the electric motors if you demand power, but this fades away again, and in terms of off-road capability, the BEV matches the conventional Hilux.

Multi-Terrain Select has an Auto setting that reacts to different surfaces, or you can pre-select Rock, Sand, Mud and Dirt modes. The Mogul setting emulates low-range gears – useful because it limits power and smooths the transmission to keep you moving.

Drive modes are selected via a rotary dial on the centre console, and this controller is also used to choose the off-road settings. It means the dashboard looks a lot cleaner, and the squared-off design of the layout has a rugged appearance.

The 12.3-inch digital driver's display contains plenty of info, and there's another 12.3-inch screen for the main infotainment. Thankfully, Toyota has retained physical controls for the climate system, although the LCD displays look a little old next to the high-resolution screen set above.

Locating the drive battery within the chassis means that the Hilux BEV

## ESSENTIALS

### Toyota Hilux BEV

**Price:** £60,000 (est)
**On sale:** Spring 2026
**Powertrain:** 59.2kWh battery, 2x e-motors
**Power/torque:** 193bhp/475Nm
**Transmission:** Single-speed automatic, permanent four-wheel drive
**0-62/top speed:** 10.0 secs (est)/87mph
**Range:** 149 miles
**Max charging:** 150kW (10-80% in 30mins)
**Size (L/W/H):** 5,320/1,855/1,865mm

**ON THE ROAD** New Hilux is smooth and quiet on the road, but it remains to be seen if a 149-mile range is enough for most people

**"THE HILUX BEV DOES A GOOD JOB OF CRUISING IN REFINED SILENCE. THE REVISED SUSPENSION BOOSTS COMFORT SIGNIFICANTLY"**

# ttery-powered pick-up

y

TOYOTA
HI-001-EV

**HANDLING** Hilux has been set up to understeer at the limit. When driving, the quiet powertrain means the most noise you hear comes from the tyres

TOYOTA
HI-001-EV

doesn't suffer from any compromises in terms of the size of its load bed. But the sting in the tail is a reduction in payload and towing weights.

There's a maximum payload of 715kg, well under the one-tonne requirement for light commercial vehicles in the UK. Towing is compromised, too. While the diesel Hilux can haul 3.5 tonnes, the BEV is limited to 1,600kg. However, as with the short driving range, Toyota claims that this is more than enough capacity for the type of users it's targeting with the electric model.

The other question mark is over price. Toyota hasn't confirmed anything yet, but with the Isuzu D-Max Electric starting at around £60,000, that's a target the Hilux BEV is aiming to beat.

## AEX VERDICT

**THE Hilux BEV meets a specific commercial vehicle requirement, but if you can live with a range of less than 150 miles and its reduced payload and towing weights, then it's a pretty impressive package. It's more comfortable and refined on tarmac than its diesel-engined counterpart, while the simplified 4x4 powertrain still delivers more off-road ability than most users are ever likely to need.**

# Polygon concept previ

**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk

## **REVEALED** Radical concept gives clues to crucial Peugeot supermini slated

THE new Peugeot 208 will finally be arriving in 2027, and the brand's bold new Polygon concept offers us a glimpse of the next-generation supermini's avantgarde design and how it's literally going to reinvent the wheel.

The Polygon previews the brand's future styling language, which focuses on purity, simplicity and geometric shapes to create "a more feline stance than ever," according to the maker.

The concept is certainly radical, with the wheels pushed out to the very edges of the car, its windscreen resembling the canopy on a fighter jet, and a pair of huge gullwing doors that would make a DeLorean jealous.

Peugeot's signature three-claw light design has been reimagined using Micro-LED technology that stretches across the front and rear of the car. There's another Micro-LED screen on the C-pillar next to the pop-up cable port, so drivers can check the charge level from outside.

However, the Polygon's clean lines and angular design, combined with the fact it's less than four metres long, also remind us of the Peugeot 205 and some of the brand's other cars from the eighties.

There's a similar retro-futuristic vibe inside, but the bigger news is the next evolution of Peugeot's i-Cockpit interior concept, with the Polygon bringing the brand's radical Hypersquare steering wheel design and new steer-by-wire technology another step closer to reality.

The focus of the Polygon's interior is simplicity, with the Hypersquare set-up putting all the controls the driver might need at their fingertips via the circular pods at each corner. This allows the user to keep their eyes on the road.

It's underpinned by what's called steer-by-wire technology, which Peugeot says will be optional on its road cars from 2027. The result is there's no mechanical link between the steering and the front wheels, with the system relying on software to translate driver inputs to the road. This allows the ratio to be adjusted based on the car's speed, so when parking or driving in a city it's very quick, providing a "unique feeling of hyper-agility," the company says.

The point of this is to avoid drivers having to move or cross their hands when manoeuvring, because the wheel rotates just 170 degrees each way to reach full lock. Then at higher speeds, only small inputs are needed to adjust the car's course.

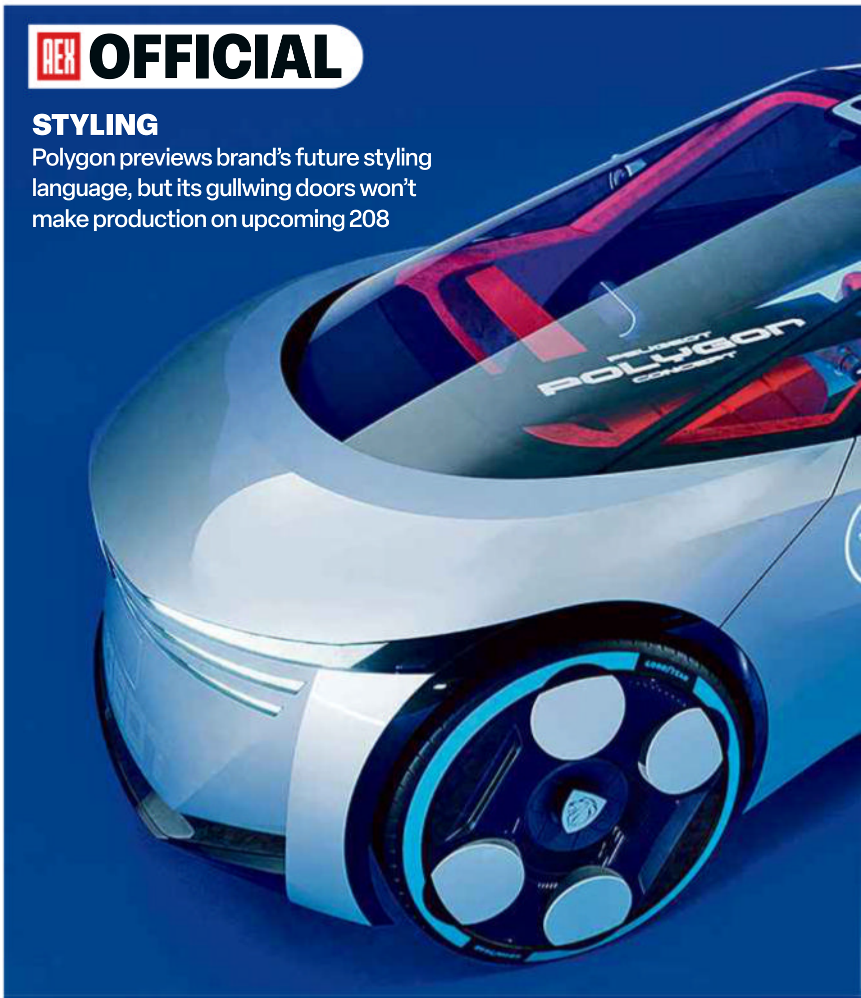
There's no touchscreen in or on the dashboard either. All the information is reflected onto the windscreen via another Micro-LED panel located behind the steering wheel, creating the equivalent of a 31-inch display. The Cruise, Fun and Hyper drive modes tailor graphics and animations seen inside and outside the car.

The Polygon has been designed to be roomy, with its dashboard layout helping to free up cabin space. Those enormous gullwing doors are meant to offer better accessibility than a traditional five-door supermini, too.

The concept also has strong sustainability credentials, maximising the use of recycled materials, with what it calls 'forged textile' made from the seats of old Peugeots.

Using fewer parts was another goal for the designers, because fewer

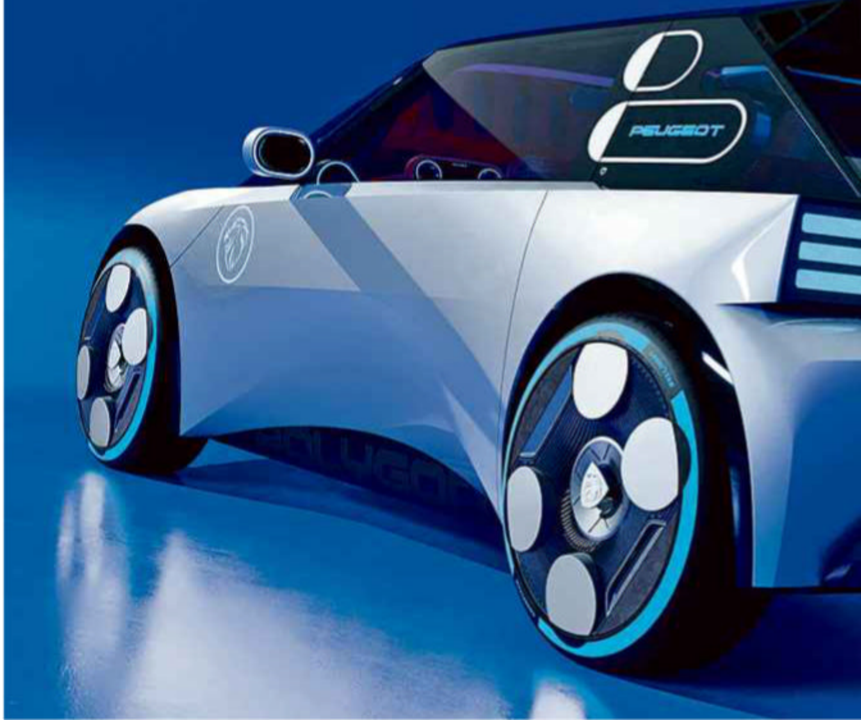
"THE HYPERSQUARE STEERING WHEEL PUTS ALL THE IMPORTANT CONTROLS AT THE DRIVER'S FINGERTIPS IN PODS"



**OFFICIAL**

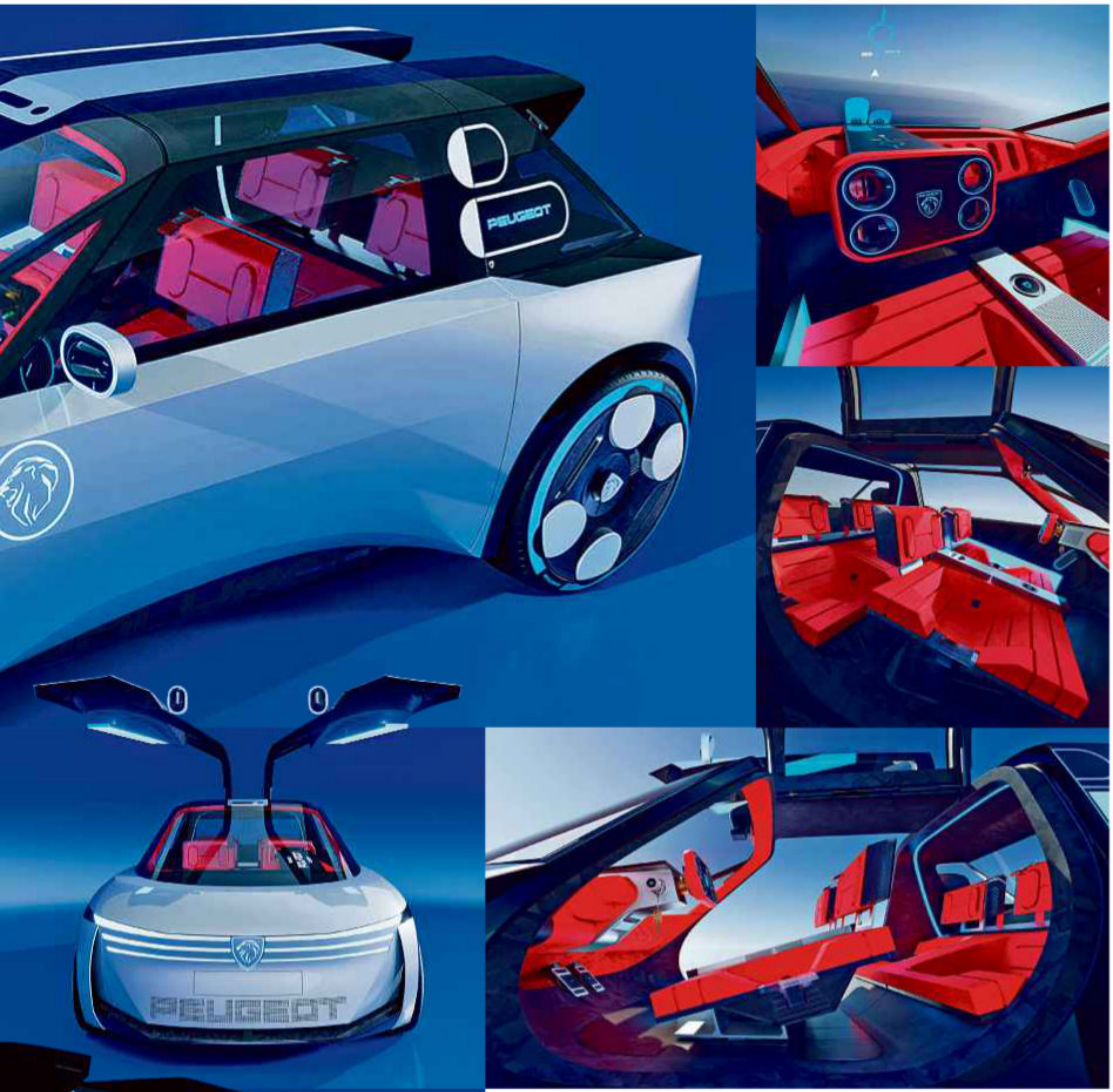
**STYLING**
Polygon previews brand's future styling language, but its gullwing doors won't make production on upcoming 208

"INFORMATION IS REFLECTED ONTO THE WINDSCREEN, CREATING THE EQUIVALENT OF A 31-INCH DISPLAY"



# ews all-new 208

for 2027 debut



PEUGEOT
POLYGON

**INTERIOR**
Concept makes the most of recycled materials, with seating that has been made from the seats out of dismantled Peugeots of old

parts result in the car being easier to assemble and more efficient.

Obviously, the gullwing doors won't be making production, but a version of the Hypersquare will.

The new 208 will be the first car based on the STLA Small platform that's also going to be used by the next Vauxhall Corsa, which will be EV only. Peugeot hasn't confirmed it, but the Corsa's French sibling is almost certain to go down the same route

It will hit the streets in 2027, and is also likely to be revealed that year, although the Paris Motor Show will be taking place in October 2026, which could serve as an ideal launch venue.

Surf's up! Ami Rip Curl rules the waves

## Citroen rides the wave of success with Rip Curl Ami

CITROEN has teamed up with surfing brand Rip Curl to come up with the Ami Buggy Rip Curl concept, which has been built to mark the international finals of the Rip Curl GromSearch, held in Hossegor, France this month.

The French firm says the Ami Rip Curl "embodies the surfer spirit" by being "practical, rugged, and adventure ready". To do this, it gets a purple body colour to contrast the white roof, black canvas top and black roof spoiler. There are also special stickers on the rear pillar.

The stripes around the front and rear, and on the wheelarches, are white too, while there are Rip Curl side bags and an LED roof-mounted light that doubles as a mount for the surfboard. The Ami also has off-road tyres to help on sand dunes.

Its interior is pretty funky, too. There are new floor mats made from recycled wetsuits (obviously water resistant), a portable shower, a little pouch on the steering wheel and a purple Bluetooth speaker.

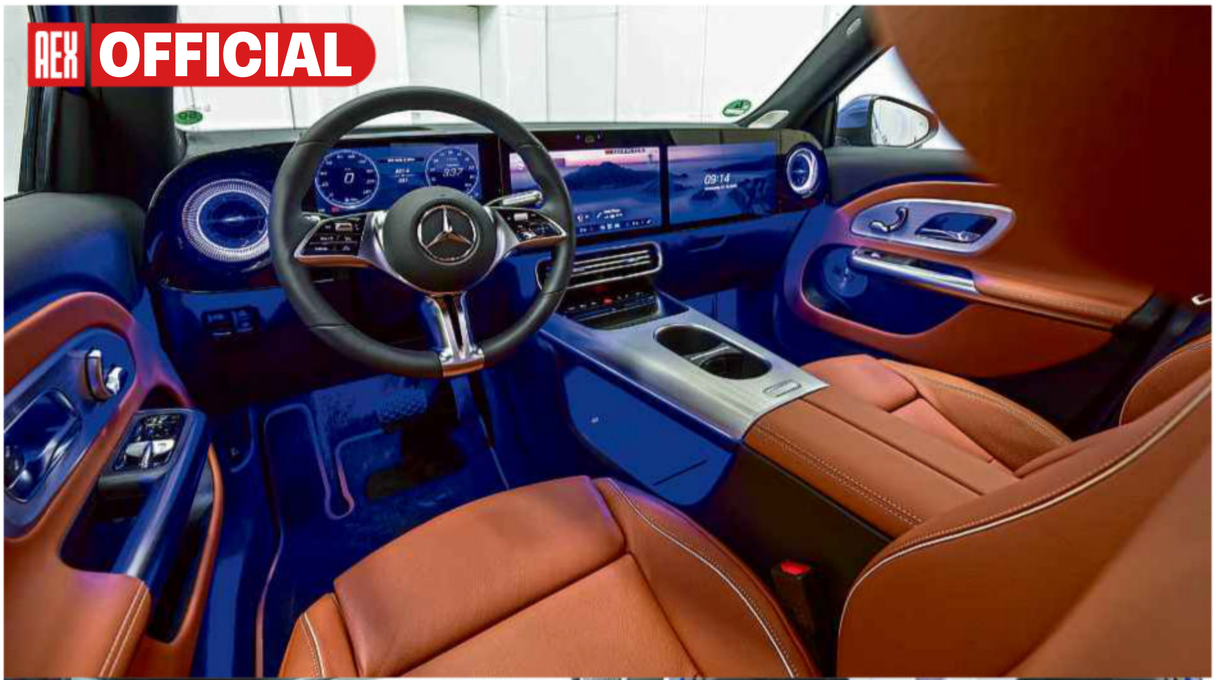
In France, being a quadricycle, the Ami can be driven by people aged 14 and up, which should resonate with the surfing event's competitors, many of whom are still under 16.

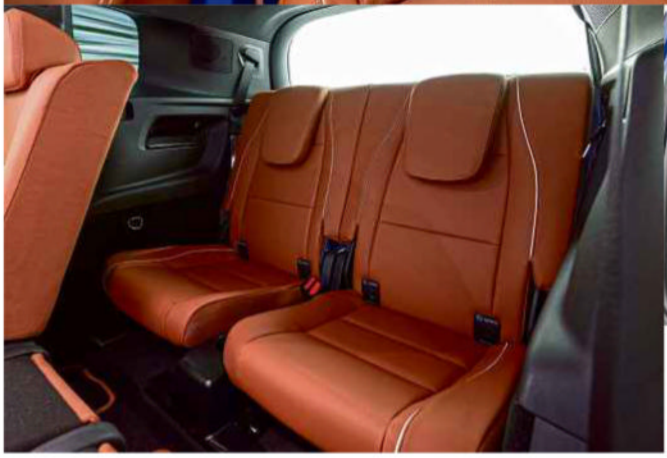
# All-new Mercedes GLB SUV is hi-tech interior and more spa

## **REVEALED** First look at interior of all-new Mercedes GLB seven-seat SUV

**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk





**CABIN** High-end models will have a dashboard featuring three screens. Mercedes also promises more space for everyone plus easier access

MERCEDES is set to unveil the second-generation GLB seven-seat SUV on 8 December, and these official pictures give us a clear idea of what to expect from the car's interior.

The new GLB will be based on the same MMA platform as the latest Mercedes CLA, and will be available with the same cutting-edge hybrid and EV technology. So it's not surprising that the saloon's minimalist, tech-focused interior has been carried over almost wholesale as well.

Mercedes calls the wall of screens that cover the entirety of the dashboard the MBUX Superscreen. In the CLA, it comprises a 10.25-inch driver's display, a whopping 14-inch central touchscreen and another 14-inch touchscreen just for the front passenger. The system looks to be exactly the same in the new GLB.

The Superscreen set-up will only come as standard on higher-spec versions of the GLB. Lesser trims will feature the same design, but with a textured panel where the passenger screen would go.

The latest fourth generation of Mercedes' MBUX infotainment system is also packed with features such as the 'zero layer' interface that offers the driver all the functions they regularly use or might want on the homescreen, Google Maps integrated directly into the navigation system, and an AI-powered virtual assistant.

Flanking the screens are turbine-style air vents, while below the main touchscreen is a floating centre console with some of the few buttons in the GLB, cup-holders and a spot for your smartphone (a wireless charging pad will be optional).

But while the CLA's steering wheel features touch-sensitive panels, the one in the GLB has physical switches following feedback from customers.

The GLB will be offered with a choice of five or seven-seat layouts, with the second row of seats able to slide forward when drivers need more luggage capacity.

However, Mercedes says there will be more space inside than in the old car. In particular, headroom in the second row is improved, thanks to the tall roofline and a standard panoramic glass roof, plus there is extra legroom and better under-thigh support. The firm also claims that getting into and out of the third row will be easier.

Image of ice-covered car proves that new model's look will be evolutionary

# s set to get ce in cabin

## Hybrid-powered CLA hits showrooms from £38,700

THE Mercedes CLA hybrid is on sale now, priced from £38,700, undercutting its electric sibling by almost £7,000.

It's available with a choice of three engines and five specifications. The range kicks off with the CLA 180 Sport, which features a 1.5-litre four-cylinder petrol engine mated to a small hybrid module and a 1.3kWh battery. Above this is the CLA 200, which uses the same basic layout, but with a 161bhp petrol engine.

Topping the range is the 187bhp CLA 220 4Matic, which adds power to the rear axle for all-wheel drive.

Once you've chosen your engine, the trim levels are: Sport, Sport Edition, AMG Line Executive, AMG Line Premium and AMG Line Premium Plus.

## Renault 5 is UK's no.1 EV, as Jaecoo 7 sales soar

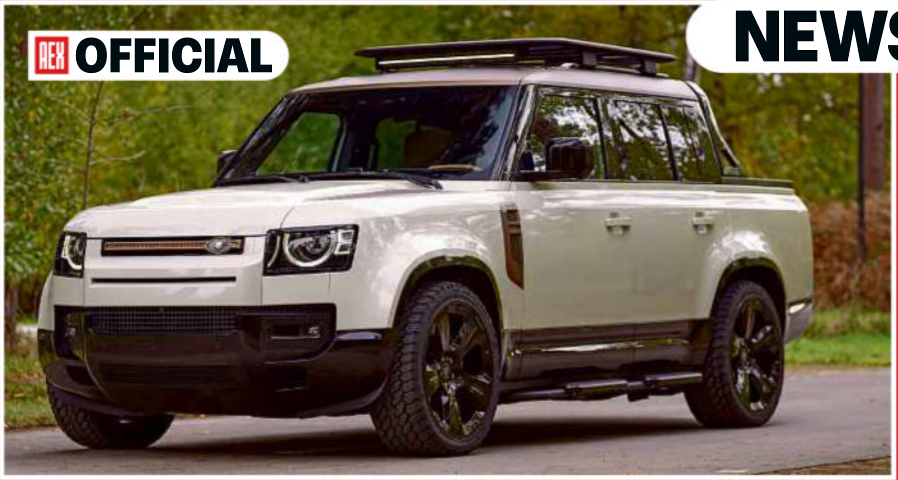
RETRO charm has beaten futuristic minimalism, after the Renault 5 outsold the Tesla Model Y in October. However, both were overtaken by the punchily priced petrol-powered Jaecoo 7 SUV.

Indeed, the R5 was the UK's best-selling electric car last month, although this still wasn't enough to bump it, or any other EVs, into the top 10; the best-selling car overall in October was the Ford Puma.

Interestingly, however, China's Jaecoo 7, which costs from £30,115, was the nation's sixth-best seller, with more than 2,600 registered last month alone.

This isn't only indicative of how British consumers are attracted to the rock-bottom prices of the Chinese models, but also how overall electric-car adoption appears to be slowing.

**POPULAR** Jaecoo 7 was sixth-best selling car in October



Heritage Customs is taking orders for its pick-up, with conversion costing about £60k

## Take your pick as Defender pick-ups arrive at the double

THE new Land Rover Defender is available in many forms. However, there's never been a pick-up, until now.

The first new-age Defender pick-up is not an official JLR creation, though. It comes from Dutch firm Heritage Customs, who used the extra-large Defender 130 with a 419bhp 5.0-litre supercharged V8 engine as the base.

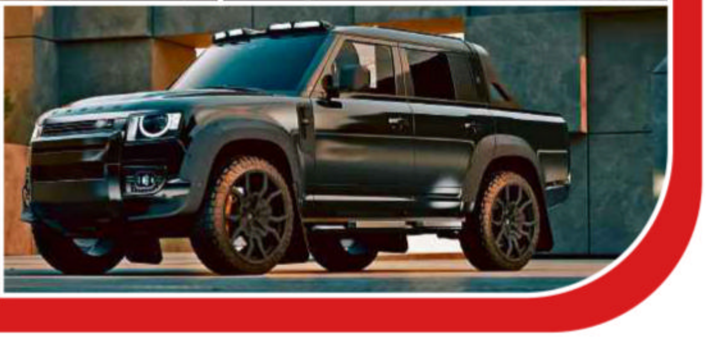
A chunk of the standard car's roof has been removed to create the truck bed, and a roll hoop has been added, presumably for both added protection and style. A proper bed liner has been installed, too, along with a roof rack for carrying even more stuff, including the spare wheel that would usually be mounted on the Defender's tailgate.

Heritage refers to its pick-up as a "semi-coachbuilt project". We assume that's because the truck looks mostly the same as the 4x4 it's based on. However, buyers can choose a bespoke paint colour and wheel designs, custom upholstery, and a variety of accessories designed by the company.

Heritage revealed its Defender pick-up at its base in The Netherlands, and you can now reserve a build slot for one. Customers can expect to pay around £60,000 to convert a Defender into a truck like you see here, and the process will take two to three months.

But what's better than one Defender pick-up? Two of them! While the Heritage Edition here is said to offer a "refined, elegant, and authentically classic" appearance, an Urban Edition has been created by Urban Automotive. This gives a more authoritative and modern look courtesy of an all-black colour scheme, extra cladding around the wheelarches, and four lightbars at the top of the windscreen.

A production version of the Urban Edition of the Defender pick-up will be revealed at next year's Goodwood Festival of Speed in July.



**CONVERT** To create Heritage model (top), part of roof is removed and a roll hoop and bed liner added. Urban Edition (right) is all black

DISTANCE
COST

**CHARGES** According to reports in the Telegraph, to make up for lost fuel duty, EV drivers could soon face an annual tax bill of £250 on top of the existing Vehicle Excise Duty

# Sorry, EV drivers: pay-per-mile road tax is coming your way

Each trip in the UK could cost EV drivers several pounds extra under the Chancellor's new plans

**Tom Jervis**

Thomas.Jervis@autoexpress.co.uk

AFTER years of toing and froing over whether the Government might introduce some form of road pricing, it's now been reported that the Chancellor, Rachel Reeves, is set to introduce a pay-per-mile road tax scheme for electric cars in the upcoming November Budget.

According to the Telegraph, as part of Reeves' new plans, from 2028 EV drivers will have to pay 3p per mile on top of other Vehicle Excise Duty (also known as road tax) charges. To put this in perspective, a single one-way journey between London and Oxford would set EV drivers back almost £2, while a return trip from London to Manchester would cost almost £13 in tax. With this in mind, the Telegraph estimates drivers could be charged up to £250 extra a year under the scheme.

With billions of pounds in fuel duty set to be lost as fewer drivers head to the pumps due to the switch to EVs, it's estimated that a pay-per-mile scheme could raise an extra £1.8 billion by 2031. It'll probably be framed as a means to bring EVs in line with their petrol and diesel-fuelled counterparts, although it'll inevitably be a hugely unpopular policy with the automotive industry, which is already struggling to hit tough ZEV Mandate sales targets for electric cars.

Reacting to the news, the Conservative Shadow Chancellor, Mel Stride, said: "If you own it, Labour will tax it. It would be wrong for Rachel Reeves to target commuters and car owners in this way just to help fill a black hole she has created in the public finances."

> "IT WOULD BE WRONG FOR RACHEL REEVES TO TARGET COMMUTERS AND CAR OWNERS IN THIS WAY JUST TO HELP FILL A BLACK HOLE SHE HAS CREATED IN THE PUBLIC FINANCES"
>
> **MEL STRIDE**
> Shadow Chancellor

## HOW WILL PAY-PER-MILE ROAD CHARGING WORK?

THIS is the big question on plenty of people's lips. But unlike many drivers feared, the scheme won't involve the use of tracking devices in cars; duty will be charged based on an estimate of how far drivers will go in their cars. It remains to be seen, however, how such an estimate will be generated.

Automatic Number plate Recognition (ANPR) cameras are already used to check whether a car's VED has been paid, so it's certainly possible that this, in conjunction with checks made as part of the MoT tests, could be used as the method of enforcement in the future.

Auto Express has approached HM Treasury and the Department for Transport for comment, but as we closed for press, we have still yet to receive an official response.

Styling is similar to Omoda 5 and 9

# New Omoda 7 SUV sets its sights on RAV4 and Tucson

CHINESE newcomer Omoda will continue its assault on the UK next year with its new Omoda 7. Sitting between the smaller Omoda 5 and flagship Omoda 9, it'll rival the Toyota RAV4 (page 28) and Hyundai Tucson.

The headline model is the Omoda 7 SHS, which uses the same 1.5-litre petrol engine and 18.3kWh battery as the Jaecoo 7. Omoda says it'll do 56 miles on electric power, with a combined range of "over 700 miles". Official economy stands at 403mpg, with CO2 emissions "as low as 23g/km". Prices start from £32,000 – £3,165 less than its Jaecoo sibling.

Alongside the PHEV sits the petrol model, which uses a turbocharged 1.6-litre four-cylinder engine with 145bhp and 275Nm of torque. As you might expect, it undercuts the PHEV, with prices starting at £29,915. Every model comes with Omoda's seven-year, 100,000-mile warranty.

The Omoda 7 will be available to order from January in two specs. Base Knight cars get 19-inch alloys, a 15.6-inch touchscreen, dual-zone air-conditioning and a cooled, 50-watt wireless phone charger.

Noble adds upgrades for the stereo and air-con, and six-way electrically adjustable, heated and ventilated seats plus a panoramic roof and 20-inch wheels. But Omoda hasn't said how much the upgrade will cost.

## ESSENTIALS

### Honda Super-N

**Base price:** £20,000 (est)

**Powertrain:** 29.3kWh battery, 1x e-motor

**Transmission:** Single-speed automatic, front-wheel drive

**Power/torque:** TBC

**0-62mph:** 8.3 seconds (TBC)

**Top speed:** 78mph (TBC)

**Range/charging:** 183 miles/ 90kW (TBC)

**Length/width/height:** 3,450/1,500/1,630mm (TBC)

**On sale:** Q2 2026

AEX FIRST DRIVE

# Honda's latest EV is a right little charmer

**Jordan Katsianis**

Jordan.Katasianis@autoexpress.co.uk

IS it possible to engineer a sense of fun? That's what Honda is hoping for with its new, UK-bound Super-N, and it's a claim we've tested by driving a prototype.

It's based on the N-One e that is sold in Japan and has a 29.3kWh battery pack and an e-motor mounted on the front axle. But while the hardware is the same, its software has been tweaked for the Super-N. This unlocks more than the N-One e's 63bhp and 115Nm.

The biggest change, though, is the new Boost mode, which introduces virtual gears and engine noise. Plus Honda has revised the suspension tuning.

There's a big-heartedness in the way that the car drives. It's happy to mooch around at low speeds in standard mode like any other EV, but in Boost mode, the Honda's true character comes out. First of all, the noise hits you – a deep-chested growl that's initially shockingly loud. Performance is also pretty impressive.

Around Honda's tight test course, the limits of grip are surprisingly high and the car feels incredibly light. This will likely be reflected in a kerbweight of approximately 1,350kg – slightly more than the N-One e. Overall, the only thing that immediately strikes us as missing is a little more feel to the steering – it seems just a touch too heavy, although we can see why it's set up as such.

The cabin is a simple and understated affair, and practicality is a mixed bag. Storage for small items is good, but ultimately this is a compact car; shoulder room is restricted and there are only two rear seats. Yet despite this, the Super-N screams with personality.

All that's left to discuss are two key figures: range and cost. It was these two factors that brought down the Japanese brand's first EV in Europe, the Honda e.

However, Honda says it has learnt its lesson, and this new car will have a competitive price.

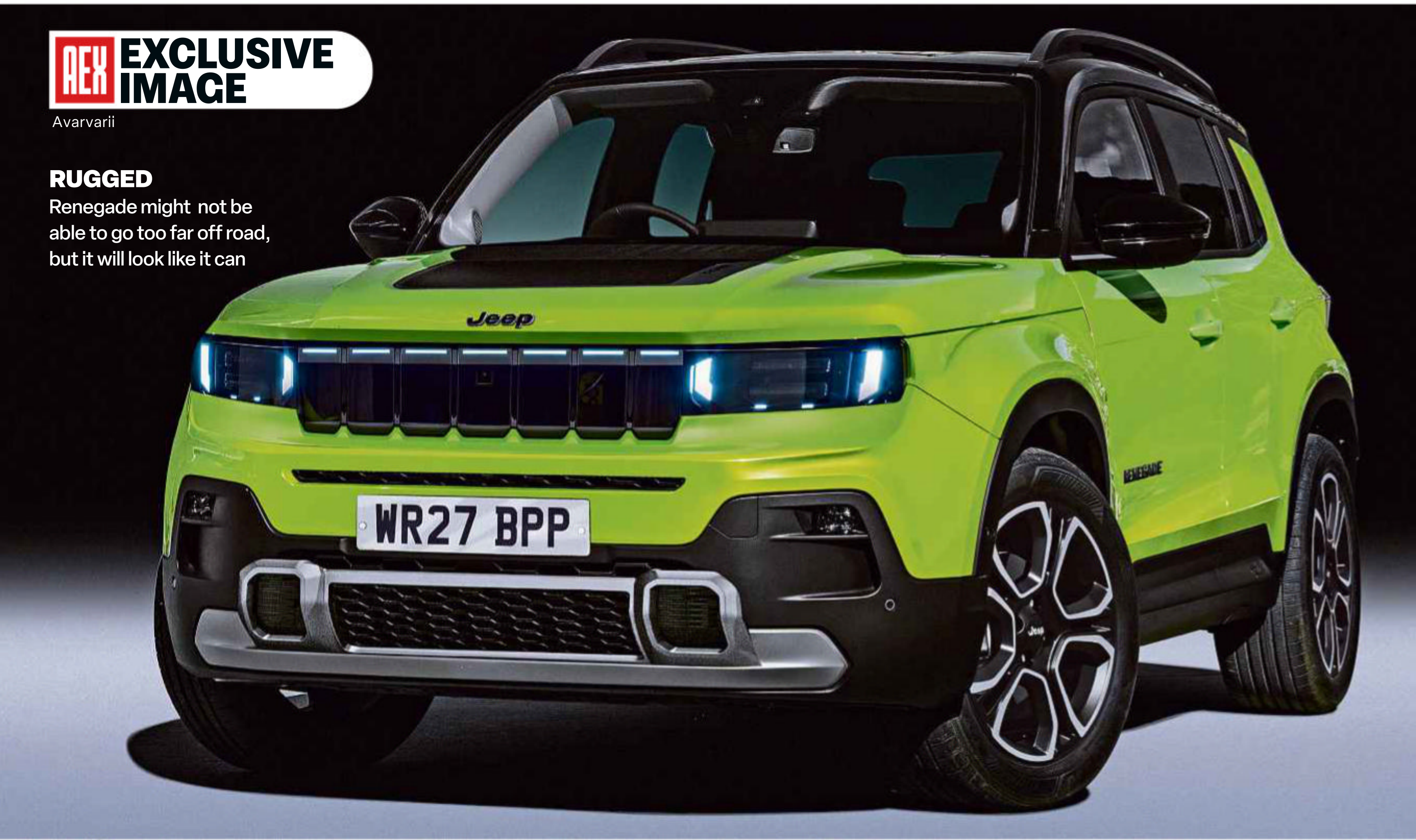
## AEX VERDICT

**THE Super-N isn't the most sophisticated compact EV, nor will it offer the best range, tech or comfort, but it has something its rivals don't: charisma.**

Super-N looks more aggressive than the Japanese car it's based on

# Jeep readies new Rene

**REVEALED** Off-road brand is designing all-new mid-range SUV to replace decade-old Renegade



**AEX EXCLUSIVE IMAGE**

Avarvarii

**RUGGED** Renegade might not be able to go too far off road, but it will look like it can

**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk

AEX JEEP is planning to remove the covers from the all-new, second-generation Renegade within two years, giving the off-road-focused brand a fresh rival to the beloved Dacia Duster.

The first Renegade was launched back in 2014, and now feels very dated. Its role as the entry point to the Jeep's line-up was also taken by the even smaller (and generally much better) Avenger that was launched in 2022 and has since led to a tripling of the brand's sales in the UK.

Last summer, then Jeep CEO Antonio Filosa revealed the new Renegade would finally arrive by 2027, and confirmed that there will be an electric version priced from $25,000 (roughly £19,000) in the US.

However Filosa didn't share anything else about the car, so we recently sat down with Jeep's head of product planning in Europe, Marco Montepeloso, to find out more about what the brand has in the pipeline.

He hinted that the next Renegade will be roughly the same size as the current car. For context, the Avenger is 4.08 metres long, while the new Compass is 4.55 metres tip to tail. If the new Renegade does bridge the gap between the two, it will measure about 4.3 metres – similar to the latest Duster and Vauxhall Frontera.

Underneath, the next Renegade will use the new STLA Small platform that will serve as the replacement for the CMP/e-CMP architecture the Avenger sits on. It will be introduced in 2027 by the next Peugeot 208 and Vauxhall Corsa; we know this platform can accommodate both hybrid and electric powertrains, with EVs able to offer more than 300 miles of range.

Our exclusive image shows what the new Renegade could look like, and this being a Jeep, it will be a butch and boxy SUV with a seven-slot grille, squared-off wheelarches, short overhangs and plenty of cladding.

> **"IT WON'T BE ABLE TO GO ROCK CRAWLING IN THE MOAB, BUT OFF-ROAD ABILITY IS STILL IMPORTANT"**

It might not be designed to go rock crawling in Utah's Moab desert, but off-road ability is still important for a Jeep. Higher-than-average ground clearance will help with that, and deliver a lofty driving position.

In recent years, Jeep has made big leaps forward in cabin design, quality and technology, and we expect to see this trend continue in the Renegade. We suspect it will have a similar interior to the latest Compass, meaning it'll include big clear dual displays, lots of chunky physical controls and durable materials. It should suit the brand's rugged image.

We expect it will split the difference between the Avenger and Compass when it comes to pricing, too, so should start at around £30,000.

# egade for 2027 launch

Automedia

SPIED
IN S3424E

New electric hatchback looks to have styling nods to the cutting-edge A2 of the early 2000s

## Audi tests entry-level family EV

AUDI will unveil its Volkswagen ID.3-based entry-level electric car next year – three years after we first learned of the brand's plan to launch a new model to sit below its top-selling Q4 e-tron SUV.

The news comes not long after we received the first images of the mysterious EV testing.

Based on the silhouette of this hatchback-cum-coupé-SUV, it's hard not to see this as a reboot of the famous oddball Audi A2 hatchback from the early 2000s.

It's even possible that the mysterious EV could be called the A2 e-tron as another nod to the past. However, given the size of the car and the familiarity of the name, it's likely the maker will choose to call its next-generation family hatchback A3 e-tron.

The new EV even looks likely to share the A2's two-piece glass design for the tailgate, hinged up on the roof to create a much larger opening. There's other evidence to suggest an A2 connection, too, including round flared wheelarches and a small wing attached to the bootlid.

Where the new EV car will feature more in common with current Audis is the front-end styling. This includes the use of thin upper daytime running lights with smaller main beams mounted below. The prototype also features a Q4-like grille and rear lights – expect these to be substantially different when the real thing is revealed next year.

The new model is likely to use the MEB+ platform – an updated version of the MEB architecture that already underpins about a dozen EVs, including the Ford Capri and Skoda Elroq.

The Audi EV will likely arrive towards the end of the year, priced from around £35,000.

## All-new Q7 set for summer launch

BEFORE its new entry-level electric car (above) arrives, Audi will be revealing its next-generation Q7 in summer 2026, followed shortly by the all-new, even larger Q9 (right).

We've yet to see inside the new Q7, but it should feature Audi's latest 'Digital Stage' cockpit design.

The Q7 is almost certainly going to be based on the same Premium Platform Combustion (PPC) architecture that Audi has been using for its latest non-electric models, meaning a selection of petrol and diesel engines is likely, plus a plug-in hybrid.

Automedia

SPIED
IN R 4589

## Huge new Q9 sets sights on BMW X7 and Merc GLS

Automedia

New Audi Q9 will chase luxury buyers

MEANWHILE, the German brand is aiming big with its super-sized Q9 as it prepares to take on the BMW X7 and Mercedes GLS.

Audi has needed a car like the Q9 for some time, because the battle for supremacy at the very top of the market is no longer being fought by traditional four-door saloons, with massive seven-seat SUVs now the order of the day.

The Q9 will be revealed after the fresh Q7 (below, left), and will share many of that car's components. New spy pictures clearly show what Audi's top-spec SUV will look like, adopting a similar look but a larger body with an extended wheelbase that will ape the BMW and Mercedes in both proportions and road presence.

The specific model we can see here also has four exhaust pipes and large wheels. These elements confirm that a high-performance SQ9 variant will be offered, likely powered by a twin-turbocharged V8 petrol engine. Elsewhere, expect a plug-in hybrid and possibly even a diesel option.

Prices are likely to start at around the £85,000 mark.

**Phil McNamara**

Phil.McNamara@autoexpress.co.uk

HAMMERED by global trade uncertainty, victim of a crippling cyberattack and struggling with delays to its high-risk Jaguar relaunch, JLR has suffered a terrible year. Now it's facing a huge culture shock, as new CEO P.B. Balaji takes charge on 17 November.

Appointed by JLR's owner, Tata of India, Balaji has served as a JLR non-executive director since 2017, but his longtime job was group chief financial officer at Tata Motors Limited. As the ultimate overseer of JLR's financial performance, Balaji has a reputation as a quiet, tough and forensic numbers guy, who had the potential to irk members of the Indian media, former colleagues told Auto Express. Before joining Tata he spent time in finance at health, beauty and food giant Unilever.

What will the Balaji blueprint be? We talked to people within and outside the JLR ecosystem to discuss the huge challenges he faces, including Jaguar and the cyberattack, to get a sense of what's coming next.

## KILL OR CURE JAGUAR

HOW do you solve a problem like Jaguar? For more than 40 years many CEOs have tried, and failed. Balaji has taken operational control of the plan to reinvent Jaguar as a maker of all-electric luxury cars, a plan that the Tata board will have rigorously scrutinised then signed off.

Despite showing a concept car almost a year ago, production of the first new Jaguar – the four-door GT – won't be in full swing until 2027. JLR may enjoy the breathing space – although the UK's 17 remaining retailers of new Jaguars will not. Their number has shrunk as JLR has "wound down legacy models", closing production lines and preparing the retailer base for lower volume backed by a more aspirational experience.

Executives will also be praying the electric transition gathers pace again: its target '£100,000-plus EV market' barely exists today. Lotus's electric relaunch hasn't taken off, Lamborghini has delayed its EV to the end of the decade, Bentley's luxury urban SUV is a year away and Porsche has ripped up its ambition to sell 80 per cent EVs by 2030, adding hybrid and petrol models instead. It has issued three profit warnings, and has been hit by a slump in Chinese market sales.

"Selling £100k EVs is not an easy task," says an experienced source. "The retail buyer is not buying EVs in large volume. At Jaguar's price, you're appealing to SME business owners or the wealthy. It's going to be hard, and Jaguar keeps kicking the can down the road [which has] created a 12-month gap with zero production."

Jaguar vows it will stick to its electric-only plan. "We won't be putting a PHEV into that lovely long bonnet," Jaguar MD Rawdon Glover told Auto Express back in February.

"I'm not thinking about 2025: a platform decision has a six-year development phase and an eight or nine-year payback phase. We need to think [about] what will happen in 2028 to 2032, and the forecast is that by 2030, EV will be the predominant powertrain."

Engineers have created a standalone car platform, the Jaguar Electric Architecture (JEA). JLR's argument is that this will guarantee long-range and true Jaguar dynamics, plus unlock the proportions espoused by chief creative officer Gerry McGovern – the hitmaker behind Range Rover's premium push, the new Defender and the Evoque.

But it defies industrial logic, where scale is critical to boost margins, especially with the Range Rover's MLA Flex aluminium architecture accommodating a 118kWh battery, big wheels and originally being the platform for an electric XJ. This was canned by short-lived CEO Thierry Bolloré in 2021, along with the J-Pace – a big Jaguar SUV – and a 'Road Rover', leaving JLR without any EVs following the i-Pace's demise, and forced to buy credits from Tesla to avoid emissions fines.

**PROFESSOR DAVID BAILEY**
Birmingham Business School

> **"JLR SOUNDS VERY COMMITTED TO THE REPOSITIONING OF JAGUAR, BUT IT'S A RISK. THAT MIGHT BE BECAUSE, IF IT FAILS, THEY WANT TO INSULATE JAGUAR FROM LAND ROVER"**

Auto industry expert David Bailey, professor at Birmingham Business School, thinks it's too late for JLR to broaden its powertrain options. "If JEA has not been designed for [hybrid], then that's prohibitively expensive," he says. "JLR sounds very committed to repositioning Jaguar, but it's a risk. We don't know if it will work. And Jaguar is operating off a different platform to everything else. That might be because, if it fails, they want to insulate it [from Land Rover]."

JLR vows it is absolutely committed to Jaguar's renewal, investment continues and GT prototypes are out there testing, while work has begun to put the new line into the Solihull factory. But does Balaji put his foot to the floor – or continue the go-slow, waiting for the EV market to turn?

## BOUNCE BACK FROM THE CYBERATTACK

JLR is critical to UK plc: that's clear from how often politicians turn up there for photo opportunities, and the Government wanted to be seen to back the firm after its cyberattack.

Beginning in late August, the security breach was a cruel blow, imperilling supply-chain jobs and eliminating at least five weeks of full production across the entire manufacturing network. A JLR spokesperson said the full lost production number is not yet known and that factories hope to claw back the deficit, with some of the downtime invested in transformation work preparing for new models. But a conservative estimate suggests the

KILL OR
THE CYB
TASKS F

**INSIGHT** JLR's new C

**NEW CEO**
P.B. Balaji is known as a tough numbers man. He'll need to be

# CURE JAGUAR AND SALVAGE BERATTACK: THE MASSIVE FACING JLR'S NEW BOSS

EO, P.B. Balaji, sits at his desk for the first time next week – and he faces a long to-do list

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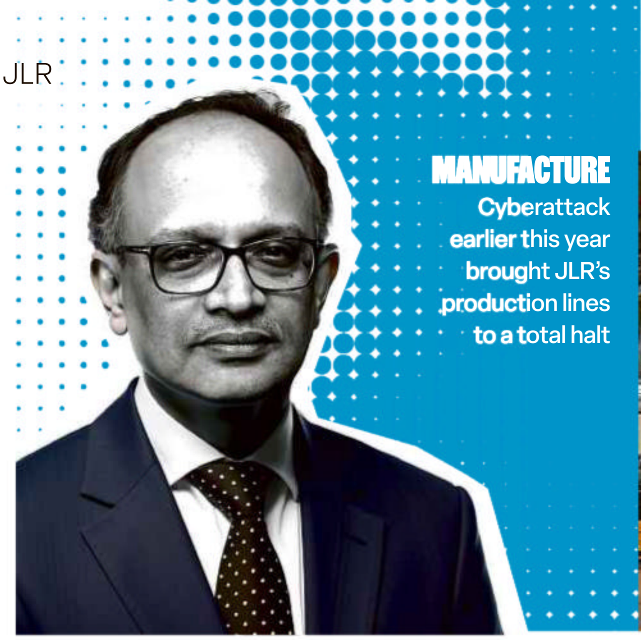


**MANUFACTURE** Cyberattack earlier this year brought JLR's production lines to a total halt

shutdown wiped out more than 40,000 Land Rovers, and more than £700million in JLR profits.

Indeed, Cyber Monitoring Centre modelling estimates the attack caused a total £1.9billion hit to the UK, largely due to lost manufacturing output, and affected more than 5,000 organisations. "That figure is sensitive to [variables] including how long it takes for JLR to ramp up production again, but it's in the right ballpark," says Professor Bailey. "I think they'll have burned through over a billion in September because money wasn't coming in and they've still got costs."

The financial hit won't stop there: one of Balaji's priorities will be new IT infrastructure to ensure JLR is not breached again. This will take up management time and bring further disruption, as new systems are rolled out and employees get up to speed.

## GET THE MINNOW TO BOOST SCALE – AND MARGINS

RETIRING CEO Adrian Mardell boasted in 2023 that JLR had lowered the company's breakeven point to 300,000 units; last year the company wholesaled 400,898 cars, making £1.8 billion after tax. But those figures will nosedive this year.

"If they end up doing 300,000 to 325,000 units this year, that's sub-scale," says our JLR-watcher. "It's all about wholesale figures: JLR only gets paid when a car goes out the door. [Wholesale] will go down because of the cybersecurity attack, [tariffs] and Jaguar."

In the car-making league table. JLR's scale is tiny: BMW Group and Mercedes-Benz both shipped two million more vehicles in 2024. While JLR usually spends a healthy nine to 12 per cent of revenue on engineering and facilities, investment dipped after Covid and the semiconductor crisis – leading to a dry spell for new product.

What can Balaji do about it? It's logical he'll foster more collaboration across the Tata Motors family, driving down technology and purchasing costs. JLR's other pure electric car platform – EMA – will underpin Tata's premium 'Avinya' EV brand for the Middle East, Asia and Africa. Further hardware sharing looks difficult given the divergence between JLR's premium customers and Tata's lower-cost markets, although more software collaboration makes sense.

> **"SELLING £100k EVs IS NOT EASY. THE RETAIL BUYER IS NOT BUYING EVs IN LARGE VOLUME. AT JAGUAR'S PRICE, YOU'RE APPEALING TO SME BUSINESS OWNERS OR THE WEALTHY. IT'LL BE HARD"**

JLR currently buys in V8s from BMW, but the timing looks impossible to strike a wide-ranging alliance with another western car maker. "All the world's OEMs are struggling for profitability: it's difficult to see where a consolidation or massive collaboration [comes from]," says our source. "They're not going to make money out of Jaguar, so they've got to make it out of Land Rover."

That means a focus on selling more top-end Range Rover special editions and high-performance Defender Octas. "We're going to see more in the way of financial discipline, with a big emphasis on margin recovery," says Professor Bailey. And that will mean a laser focus on cost-cutting – reportedly a Balaji speciality.

## PRODUCING THE RIGHT CARS – AT A FASTER PACE

INCREDIBLY, JLR hasn't launched an all-new model since the Range Rover Sport in 2022. With Chinese car brands supercharging development times, and Renault siring the new Twingo in two years, Land Rover's stable of the seven-to-eight-year-old Velar, Discovery and Evoque looks horrendously stale.

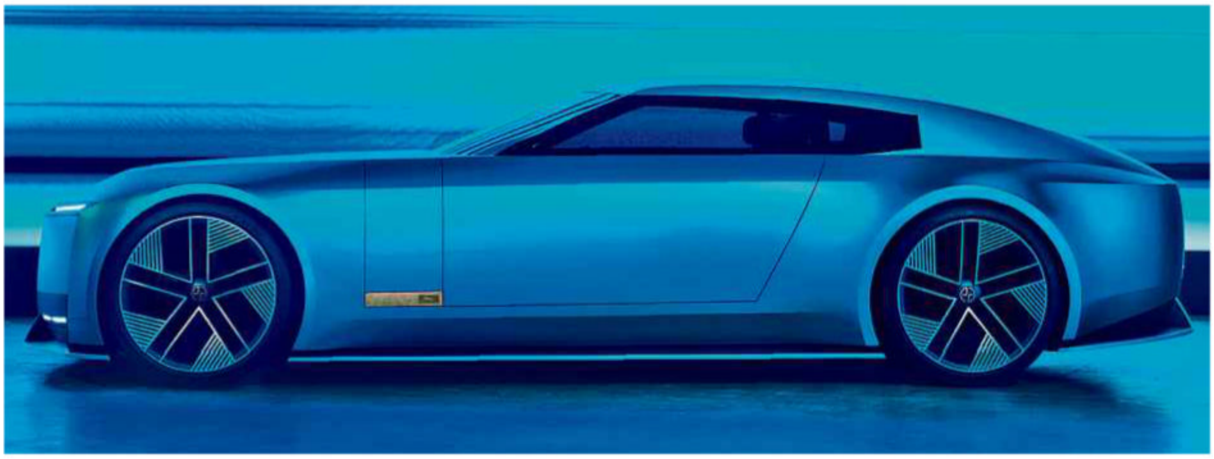
"Adrian Mardell didn't launch a product and JLR is light on electric, so they're at risk of fines and buying credits," says our commentator.

This pressure should alleviate in 2027 as JLR's EVs hit the market; the Range Rover Electric arrives next year but that's two years later than the outgoing CEO promised. "The car will come to market when we're ready with the perfect car, after one of the biggest test and development programmes for a single propulsion system in our history," chief programme engineer Simon Fairbrother says. JLR is aware of the cost of warranty claims, and fearful of not setting an EV benchmark, essential to harvest the maximum number of prospects on the 60,000-plus waiting list.

A second electric Range Rover, similar in size to the Velar and built at the Halewood plant on Merseyside, is also due to start production in 2026. Its sister model, a downsized electric Defender on the EMA architecture, will follow. But there are no obvious plans to bolster the petrol and hybrid line-up, leaving JLR dependent on the electric market where margins are under pressure due to high battery costs and incentives. Let's hope it's not a case of wrong cars, right time.

We'll find out if Balaji's the right man at the right time. He's certainly arriving with JLR up against it. And failure is not an option.

"JLR is still so important to the country: supporting 200,000 jobs and suppliers," says our source. "They have got to get it right. P.B. Balaji has got to get it right."



There is no plan to ditch the EV-only aim for Jaguar, or water it down by fitting a PHEV powertrain to the GT coupé

AVAILABLE WITH THE
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HO11O8
Ford

# New All-Electric Puma Gen-E®

This Cat's
Gone Electric

Model shown All-Electric Puma Gen-E Premium with optional 19" wheels and paint. Electric range 162-219 miles, Fuel economy mpg (L/100km): Not applicable. CO2 emissions while driving: 0g/km.

Figures shown are for comparability purposes. Only compare fuel consumption, CO2 and electric range figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles, route profile, vehicle load and lithium-ion battery age and condition.

## FIRST FOR DRIVES

**28 TOYOTA RAV4**
First drive of big-selling SUV

**30 GEELY EX5**
Bargain-priced Chinese EV rated

**32 PORSCHE 911 TURBO S**
Hybrid power for range-topper

**34 VOLKSWAGEN ID.5 BLACK EDITION**
Extra style and kit for VW EV

**TRANSMISSION**
The N's e-shift system accurately mimics the feels of a paddleshift gearbox – even adding a thump in your back

# Hyundai Ion

**FIRST DRIVE** We get behind the wheel of a car that proves EVs can be superbly entertaining to drive

**ON THE ROAD**
Suspension keeps everything under tight control and gives a comfortable ride

Pete Gibson

Driving position is sound (top), but headroom is slightly lacking in rear

# iq 6 N

**Richard Ingram**

Richard.Ingram@autoexpress.co.uk

IT'S almost two years since we first drove the Hyundai Ioniq 5 N in South Korea. We came away wondering if the hot EV was as good as it seemed, itching to drive it on more familiar roads.

Six months passed until we got one in the UK. But we soon realised we hadn't overcooked our verdict, declaring the hot hatch a "new benchmark" for driver-focused electric cars. The hype was real.

Now we're getting a chance to sample N's second electric car. It's based on the facelifted Ioniq 6 also due next year, with stats that largely mirror those of its boxier brother – with a couple of key changes that should make it even better to drive.

The first is an advanced suspension geometry fully redesigned for the Ioniq 6. Hyundai has increased the axle stiffness, steering precision and mount damping, which it says "enhances comfort and refinement across all road surfaces". We covered a variety of roads on our autumnal UK test, but at no point did anything upset the all-wheel-drive sleek saloon's composure; the go-faster 6 rides with a compliance that the 5 N can't match.

That focus on refinement is another thing that's obvious the moment you start rolling. The Ioniq 6's streamlined shape makes this one of the quickest and quietest cars on sale – with little noticeable road or wind noise even at the national speed limit. Features such as the motorsport-inspired rear wing and widened track do little to harm the car's drag coefficient, which stands at 0.27Cd.

This is just as well, because the 6 N isn't short of visual presence – especially with our car's deep black paintwork and matching wheels. To our eyes, the updated Ioniq 6 is a cleaner, meaner design, lending itself perfectly to the N's makeover.

Hyundai claims the new car's "stroke-sensing Electronically Controlled Suspension (ECS) dampers and lowered roll centre work together to enhance grip and stability" and even in damp conditions the saloon feels absolutely unflappable. The revised steering set-up hasn't improved the feel, but it's resolutely direct; this is a car that'll change direction on a sixpence, without a hint of understeer. The Pirelli P-Zero tyres strike a good

## ESSENTIALS

### Hyundai Ioniq 6 N

**Price:** £66,000 (est) **On sale:** Early 2026

**Powertrain:** 84kWh battery, 2x e-motors

**Power/torque:** 641bhp/770Nm

**Transmission:** Single-speed auto, four-wheel drive

**0-62/top speed:** 3.2 seconds/ 160mph

**Range:** 291 miles (est)

**Max charging:** 260kW (10-80% in 18 minutes)

**Size (L/W/H):** 4,935/1,940/1,495mm

**SEATS**

Large bucket seats feel nicely supportive when you're pressing on along a back road

balance between comfort and handling, keeping the car glued to the road even in cool temperatures.

Then there's the N-eShift system. It has been tuned with shorter ratios, and we reckon it's the closest any maker has come to replicating an ICE-car transmission in an EV. It limits torque and bogs down when you're in the wrong 'gear', and will even hit an imaginary limiter if you don't change up in time. Firing home the next cog brings a subtle kick in the back like you might get in a fiery hot hatch.

Linked to the shift system is an "improved sound" apparently achieved through "meticulous acoustic fine-tuning". It still won't be to all tastes – it remains recognisably synthetic – yet it adds a character that would otherwise be missing in a car of this type. You can turn it off if it's not to your liking, but we like what it adds to the experience.

The brakes are strong, and cope well with repeated hard stops – showing that this is not only a better road car than the 5 N, but sure to be more accomplished on track, too. Some of the strain is taken by Hyundai's excellent-as-always multi-stage regenerative braking set-up, which when you're not using the paddles to change gear, allows you to increase or decrease the level of recuperation.

Make no mistake, the Ioniq 6 N is a very fast car, no matter the type of road you're driving on. While the throttle response may not have the urgency of a Tesla Model 3 Performance, acceleration is blistering: 0-62mph takes just 3.2 seconds. And if that's not enough, it'll keep on pulling to 160mph.

Yet this might be one of the few EVs where you can exploit that level of pace and performance without unduly worrying about how long you're going to spend topping up the batteries. Although we didn't experience the benefits of this car's 800-volt electrical architecture, our host from Hyundai showed us our car hitting 256kW on an Ionity rapid charger in Belgium – proving it'll come very close to its stated numbers when conditions allow.

A 10 to 80 per cent charge therefore takes just 18 minutes – the same as the pre-facelift, non-N Ioniq 6, despite a larger 84kWh battery. Ranges will be "announced at regional market launch" but an estimate of 290-odd miles on a charge makes the 6 N slightly more efficient than its 5 N sibling. We managed around 2.5mi/kWh – respectable given our enthusiastic driving, and easily enough for more than 200 miles of real-world range.

The only exception to the 6 N's relentless appetite for speed is in town. Here its painfully poor turning circle makes parking and tight manoeuvres quite a chore. Visibility out the back isn't great, either, plus there's no digital rear-view mirror.

Elsewhere, many of the outgoing Ioniq 6's pros and cons are carried over to the facelifted car – including the N. The dash layout is clean and mostly intuitive, and while the steering wheel is festooned with buttons, the important ones – like the N Grin Boost (NGB) switch – are colour coded. Press it and you'll unlock the full 641bhp for a 10-second burst.

The dual-screen layout feels fresh and there are plenty of bespoke N options, read-outs and sub-menus to allow owners to unleash their inner geek. Flick through the drive modes and the digital dash adapts accordingly, with distinct themes for each setting – with those featuring the augmented engine noise also adding a faux rev-counter. It's the simple things that make us smile.

Apple CarPlay and Android Auto are included, and the climate controls, while a bit fiddly, are kept away from the main display on a touch-sensitive panel beneath a row of physical shortcut buttons for things including the map and media.

The console gives the car a driver-focused feel, despite the huge open area underneath for odds and ends. That raised centre stack features yet more buttons, including those for the heated and ventilated front seats, and the windows. We found this annoying at first – why not fit them to the door like everyone else? But you'd get used to it in time.

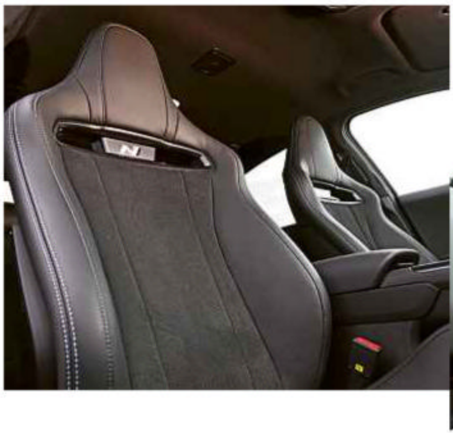
That focused feel continues in the back seats, where you'll find plenty of legroom, but restricted headroom for anyone over six feet tall. The floor is pretty high, too, meaning there's not much in the way of under-thigh support either.

An official boot capacity figure isn't yet available, but the saloon-style opening means it will never be as practical as a 5 N. We got all of our photography kit in without too much trouble, but the red-painted half cage at the back of the boot ensures you won't be using the Ioniq 6 N to carry long loads.

You might not get the same level of sumptuous, squishy leather and soft-touch plastics you'd find in a BMW M3, but the quality is a match for the projected price. An insider told Auto Express that they expect the 6 to be priced "within a few hundred pounds" of the 5 N, and "well under" £70k. That's more than the fastest Model 3, but significantly less than most of the Hyundai's combustion-engined competitors.

You can also assume that almost everything you see will be standard. The only option on the 5 N, apart from paint, is the £1,250 panoramic glass roof.

**INTERIOR**
The cabin offers a truly focused feel and does so while being crammed with standard kit. Quality feels decent, too



**DETAILS**
Ioniq 6 N is full of hi-tech touches, including a screen for each door mirror, clear digital instrument display, and even a rear wing that doesn't have too negative an effect on the car's aerodynamics

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DRIVE MODE
ECO
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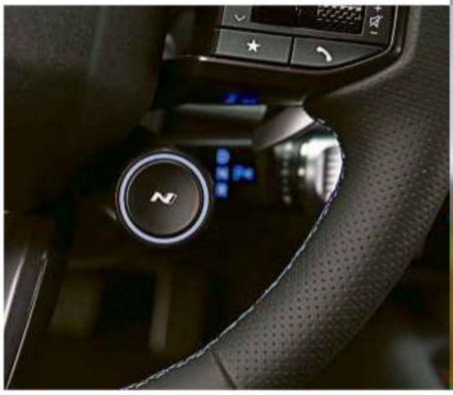


## "We reckon the N e-shift system is the closest yet to replicating an ICE car's transmission in an EV"

### VERDICT ★★★★⯪

**THE Hyundai Ioniq 6 N is as close as you'll come to a true driver's EV. That's not to damn it with faint praise, either; this saloon takes the 5 N as a base and elevates things to the next level. The way it rides and handles – and the way it makes you feel – beggars belief. No amount of instant torque or trick gearbox tech will ever replace a naturally aspirated V8, but this latest N model comes very close.**

# Toyota RAV4

**FIRST DRIVE** New Toyota RAV4 SUV may use same-again architecture, but it's still a big step forward over the old car

## ESSENTIALS

### Toyota RAV4 GR Sport PHEV

**Price:** £45,000 (est) **On sale:** Spring 2026

**Powertrain:** 2.5-litre 4cyl petrol PHEV

**Power:** 300bhp

**Transmission:** CVT automatic, four-wheel drive

**0-62/top speed:** 5.8 seconds/112mph (est)

**Economy/CO₂:** TBC

**Max charging:** 50kW (10-80% in 30min)

**Size (L/W/H):** 4,646/1,854/1,684mm

## DETAILS

GR Sport enhancements include black trim, wider wheels and steering wheel badging

**James Riswick**

THE 2026 Toyota RAV4 might look different, but beneath the skin is the same TNGA-K platform that underpinned the previous-generation car. The body has been strengthened and the suspension is new, but the dimensions are virtually the same.

In the US, where we're getting a first drive of the new car, and where the RAV4 is the best-selling thing that's not a pick-up truck, those dimensions make it a 'compact' SUV. But here in the UK, it utterly dwarfs its next-smallest sibling (the C-HR) by nearly 300mm. It's also about 100mm longer than a Kia Sportage or Volkswagen Tiguan.

Despite the carry-over platform, the new RAV4 comes complete with Toyota's next-generation plug-in hybrid powertrain. While other markets get a traditional hybrid powertrain, the UK will be PHEV only, just as it was late in the previous model's life. A higher-capacity, 22.7-kWh lithium-ion battery helps increase all-electric range to an estimated 60 miles – up from 46 miles on the old car.

The plug-in powertrain can now be paired with front-wheel drive, but because that means losing the AWD-enabling rear motor, total output falls to 264bhp. With four-wheel drive, total system output has actually dipped a bit to an even 300bhp (it produces 320bhp in North America), but Toyota says the 0-62mph time has fallen by two-tenths of a second to 5.8 seconds.

The difference between the PHEV and the regular hybrid is profound. On our test drive we found that when the battery is fully charged, it accelerates like an EV – smooth, punchy and quiet. However, while the standard hybrid powertrain may be smoother and punchier than before, it's not what we'd call quiet, droning under heavy throttle. The PHEV places greater reliance on its electric motors, but even when the plug-in portion of the battery is depleted, the engine doesn't sound quite as strained.

Although the aforementioned tweaks to the structure and suspension have made the 2026 RAV4 feel more refined and controllable, the warmed-up GR Sport trim level goes even further, with significant upgrades over the glorified appearance package it replaces.

Developed in collaboration with Toyota's Gazoo Racing wing, the new GR Sport model gets retuned steering, upgraded and strengthened suspension components, a 15mm-lower ride height and wider 20-inch wheels that altogether provide a significantly different, and better, driving experience than the standard set-up.

Body motions are reduced and the more precise steering is free from the numb on-centre feel and elastic-band-like turn-in that plagues other models in the new RAV4 range. We didn't find that the ride quality suffered versus other models in the range fitted with 20-inch wheels.

Inside, the nearly unchanged dimensions mean the back seat remains a bit smaller than some rivals', although it's still ample enough for adults and rear-facing child seats. Boot space has ever so slightly increased, and although the floor isn't entirely flat, you'll be hard-pressed to find a bigger load area in this class. Plus, unlike so many other electrified SUVs, our US-spec test model featured a valuable spare tyre under the floor.

Interior design and quality seem to have taken a hit, however. Even top-end trims are awash with hard black plastic and Toyota has stripped away the old RAV4's metal-look inserts and available splashes of colour. The result is ugly and a bit depressing, even with the GR Sport model's token red stitching and logos.

Carving a big hole in the dash for a double phone-holding bin doesn't exactly improve aesthetics, either, and worse, has relegated some climate controls to the touchscreen. While better than many other cars in this regard (temperature is adjusted with physical buttons), they still draw too much attention away from the road.

Other touchscreen changes are more positive, because the RAV4 features Toyota's next-generation tech interface. Now measuring 12.9 inches, it gains a homescreen with customisable menu icons, which makes it that much easier to quickly navigate the various menus. Toyota tells us it has improved the voice commands, and underpinning it all is an all-new software platform that also powers the various upgraded driver-assistance technologies.

A 12.3-inch digital instrument panel is also now standard, bringing with it the typical array of layout options, including, for the first time in a Toyota, a navigation map view. The Excel and GR Sport also gain a head-up display.

All told, the 2026 RAV4 is better, but hardly revolutionary. You can sense the old one's bones lurking under the skin. The GR Sport is the outlier, though. It may not elevate the RAV4 to the performance level of a GR Yaris (would anyone actually want that anyway?), but it's sharper enough that B-road drives may actually be enjoyed rather than simply completed.

## VERDICT ★★★★☆

**TOYOTA'S popular mid-size SUV has been overhauled with new styling and next-generation infotainment and plug-in-hybrid systems. The GR Sport trim also does a better job of living up to its name with substantial chassis upgrades. Still, it feels like the 2026 RAV4 could have gone further to move the game on in such a hyper-competitive class.**

**PRACTICALITY**
Cabin offers good space for five adults, while the boot area is one of the largest in the class

# Geely

**FIRST DRIVE** Chinese firm that
launches its assault on UK with a

**Alastair Crooks**

Alastair.Crooks@autoexpress.co.uk

GEELY is yet another Chinese brand looking to make an impact in the UK, and it's one to be reckoned with. It already owns Lotus, Polestar and Volvo, but the first car to bear the Geely name here is the EX5, which joins the all-important, all-electric mid-size SUV market.

There's just one battery option and three trim levels, called SE, Pro and Max, and Geely has been pretty aggressive with its pricing strategy, knocking off up to £4,750 from the EX5. With the company's own "Geely EV grant" in place – which runs up until the end of this year – the EX5 is priced at £29,690 in entry SE trim, £30,790 for the Pro and £33,240 for the Max version we're testing here.

The EX5 comes with just one electric motor, on the front axle. In some rivals, this layout can cause excessive wheelspin at low speeds, but the EX5 manages its 320Nm of torque well.

It's quick to sprint from 0-62mph and there's no real lump of power either – it's all relatively smoothly distributed, and even at higher speeds the EX5 feels pretty punchy.

The platform that underpins the EX5 is a new one from Geely called the 'Global Intelligent New Energy Architecture' (GEA), although some of its technology sounds familiar. For example, there's 'Cell-to-body', which works similarly to Leapmotor's 'Cell-to-chassis', incorporating the battery into the structure of the car to increase torsional rigidity and free up interior space, which the EX5 has plenty of.

Geely actually requested advice from Lotus for the chassis development of the EX5, but unfortunately it still isn't a particularly fun car to drive. In the bends it's stable and the brakes can scrub off a decent amount of speed, but the steering is pretty lifeless, so you're never really engaged with the Geely. On the other hand, at 1,765kg, the EX5 is lighter than most rivals, so there's not much body roll in the corners, which is also helped by the low-down battery positioning. And at motorway speeds the Geely is genuinely refined; wind and road noise are kept at bay.

The ride remains compliant, although the suspension still allows too much body float, and while the light steering becomes heavier at speed – which means you don't have to constantly make adjustments – it's still not pleasant to use.

Most of the Geely's rivals offer around 260 to 270 miles of range, so the 267-mile EX5 is in the right ballpark. During our drive of the EX5 Max we saw a predicted range of just 205 miles, but that could probably be attributed to performance tests, and running the heated and massaging seats.

## ESSENTIALS

### Geely EX5 Max

**Price:** £33,240 **On sale:** Now
**Powertrain:** 60.2kWh battery, 1x e-motor
**Power/torque:** 215bhp/320Nm
**Transmission:** Single-speed automatic, front-wheel drive
**0-62/top speed:** 7.1 seconds/109mph
**Range:** 255 miles
**Max charging:** 160kW (30-80% in 20 mins)
**Size (L/W/H):** 4,615/1,901/1,670mm

**DETAILS**
**Steering offers very little feedback, but gets heavier the faster you go. Rear space is generous**

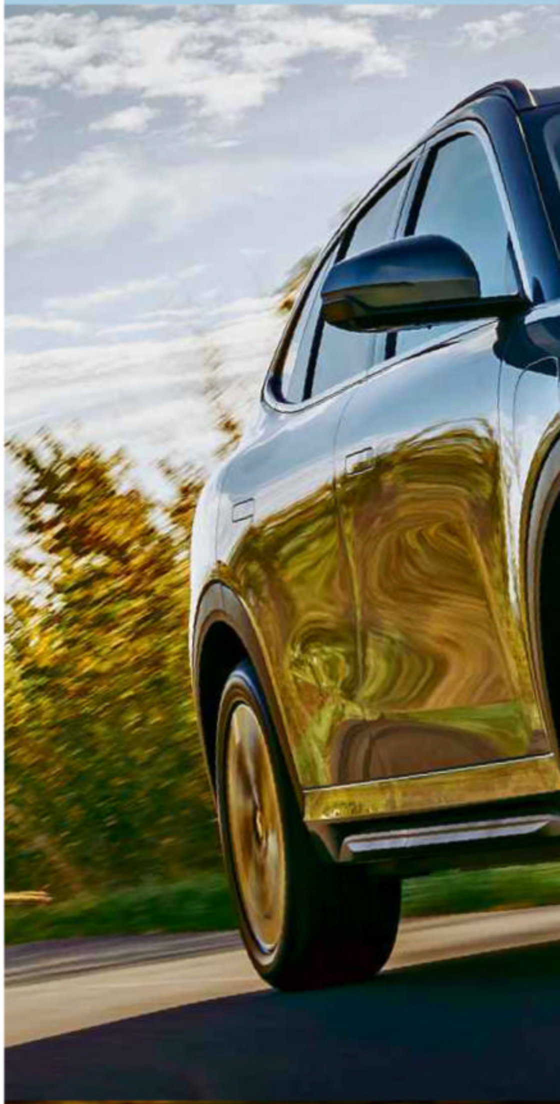
We've experienced relatively poor build quality in some Chinese cars that have focused on value in recent years, but that's not the case in the EX5. While a few parts (such as the flimsy steering wheel buttons and a questionable wood-grain centre console trim) don't feel quite as solid as those in some rivals, the Geely compensates in other areas. The faux-leather surfaces feel up to scratch and we didn't notice any creaks or rattles.

With precious few physical controls, a lot of functions go through the central touchscreen. The 15.4-inch display is both sharp and responsive. That's just as well because you often have to delve into several menus for fairly regular tasks, such as adjusting the heated seats.

One of those physical controls is the rotary dial on the centre console. It can be programmed to immediately change audio, temperature, fan speed and even the touchscreen's wallpaper settings.

Geely quotes several boot capacities, and with the boot floor in its highest position (flush with the loading lip), 302 litres are available. Move the floor down and you get a 410-litre boot and then beneath this there's a storage box with 51 litres.

Some of those figures might sound meagre next to the Ford Puma Gen-E's impressive 556-litre capacity, but we think the shape of the EX5's boot (especially the 1.1-metre width) will prove useful.



# y EX5

owns big-name global players
merely adequate electric SUV

**ON THE ROAD** Power delivery is strong and smooth, and there's very little wind and road noise at higher speeds

> "Geely sought advice from Lotus for the chassis development, but it still isn't much fun to drive"

**CABIN** The Geely's interior is a mixed bag. The faux leather feels quite good, but some other trims feel a little below par

## VERDICT

★★★⯪☆

**THE standard equipment list is vast, pricing is keen, and the Geely is very much at the larger end of its class, resulting in acres of interior space. But the EX5 is not without fault – far too many functions go through the fiddly touchscreen, there's just one battery and electric motor option, and its range isn't special. It isn't particularly fun to drive either, but perhaps more importantly, it is impressively comfortable.**

# Porsche 911

**FIRST DRIVE** What do you do to improve the ultimate Porsche 911? Simple. Make it a hybrid – and even faster. We've driven it

**Thomas Geiger**

HAVING tuned the 911 GTS with its T-Hybrid system last year, Porsche is now adding some electrification to the range flagship, the Turbo S.

But don't worry, just because there's a small battery and an electric motor in the dual-clutch gearbox, the 911 never drives on pure-electric power. It won't be whirring whisper-quietly through the city like a Macan or Taycan.

Instead, as with the GTS, the electrification is tailored to the tastes of petrolheads and serves one purpose: performance. It's no coincidence that the Turbo S gains another 60bhp, making it the most powerful road-going 911 ever. Total output stands at 701bhp, plus 800Nm of torque.

This is all made possible by a complex technology package that functions much like the one in the GTS, only this time two electric turbos are deployed. When pulling away, they accelerate the compression of the exhaust stream, completely eliminating even the faintest hint of turbo lag.

And once the engine is under load, they act like wind turbines, working as generators to charge the 1.9kWh battery, which weighs just 27kg. It feeds not only the electric compressor but also a second electric motor integrated into the eight-speed dual-clutch gearbox, which has been boosted from 55bhp to 70bhp compared with the GTS. Crucially, unlike in the Cayenne or Panamera, it's integrated without an additional clutch, meaning it cannot run without the combustion engine.

Of course, the 911 Turbo S has also become more expensive. The top model is available, as always, as a Coupé or a Cabriolet, but Porsche is now asking the best part of £200,000 for the tin-top, and a hefty £10k premium for the convertible.

But any questions about money or weight evaporate faster than you can say 'Porsche 911 Turbo S' the second you get behind the wheel. You quickly start thinking more about your driving licence than about physics or your bank balance.

With this electrical assistance, the 911's acceleration is simply brutal. Even without hitting the push-to-pass button, overtaking is child's play. You barely flick the indicator before the car you were passing is just a blur in your rear-view mirror.

The Turbo S now needs just 2.5 seconds for the 0-62mph sprint. It'll hit 200km/h (124mph) in 8.4 seconds, and won't quit until it reaches 200mph.

And if you can't believe how much faster this new 911 really is, just ask racing driver and development partner Jörg Bergmeister. He has taken the 992.2-generation Turbo S around the Nürburgring, clocking a lap time of 7:03.92. That's a full 14 seconds faster than its predecessor. In terms of Nordschleife standings, that is a different universe.

The Turbo S is also helped by a handy side effect of the T-Hybrid system, in that the integrated 400-volt electrics mean Porsche can install its electro-hydraulic Dynamic Chassis Control (DCC). In this set-up, the Turbo S might sacrifice a little comfort, but it gains immense sharpness and precision.

Even those who prefer calm, collected cruising benefit. The 911 Turbo S now takes just a moment for the hydraulic pumps to jack up the nose, lifting it safely up over kerbs and speed bumps. That's a

## ESSENTIALS

### Porsche 911 Turbo S (992.2)

**Price:** £199,100 **On sale:** Now
**Powertrain:** 3.6-litre 6cyl turbo HEV
**Power/torque:** 701bhp/800Nm
**Transmission:** Eight-speed dual-clutch auto, four-wheel drive
**0-62/top speed:** 2.5 seconds/200mph
**Economy/CO₂:** 24.1mpg/266g/km
**Size (L/W/H):** 4,551/2,033/1,306mm

PORSCHE
S GO 4313

Auto Bild

**ON THE ROAD**
New car is 14 seconds faster than the old around Nürburgring

> "You barely flick the indicator before the car you're passing is just a blur in the mirror"

PORSCHE
S GO 4313

good thing; scraping the nose could get expensive with all the active aerodynamics Porsche has installed at the front. Particularly notable are the vertical louvres in the bumper. These channel cooling air to the brakes, but in Wet Mode, they also close to block water spray, ensuring braking performance is unaffected.

Inside, you'll find new digital instruments and improved software in the cockpit. Oh, and there are some visual tweaks, too: the seat covers, door panels, and even the floor mats get their own unique stitching pattern. Wherever you see the Porsche crest, it now shimmers with the exclusive 'Turbonite' finish. Not that it matters – the Turbo accelerates so fast, no one will have time to notice.

**INTERIOR**
Latest model has new digital instrumentation plus tweaks to the materials, including fresh seat covers and door trims, plus new stitching

## VERDICT ★★★★☆

**THE new hybrid 911 Turbo doesn't have much to do with electromobility in the traditional sense. Instead, Porsche has used this platform to convince even the most die-hard petrolheads to get on board with the tech. Although the Turbo S was already the ultimate Porsche, this new model is a whole lot better.**

**VISIBILITY**
Absence of wiper seriously affects the rearward view on a grimy day

Nathan Morgan

**DETAILS** Instrument display is as simple as ever; 19-inch wheels are wrapped in reasonably high-profile rubber; massaging seats are comfy

**ON THE ROAD**
ID.5 performs strongly in a straight line, and the ride feels supple at all times

# Volks

**FIRST DRIVE** Black Edition takes
ID.5 and adds a load of kit for not

**Dean Gibson**

Dean.Gibson@autoexpress.co.uk

STYLE is a personal thing, but if there's enough demand for a certain look, then it's a trick that brands of all descriptions can tap into. It's something that car makers have been doing for years, and one frequent introduction that has been adopted by the likes of Audi, Porsche and Volvo, even Bentley, is the Black Edition.

Another frequent proponent of obsidian upgrades is Volkswagen, and it's just introduced Black Edition variants of the electric ID.4 and ID.5 SUVs, which join the already-released Golf, Passat, Polo, Taigo, Tiguan and T-Cross Black Editions.

The formula is simple: take a top-spec model (ignoring the ID. GTX models) and add gloss-black detailing and a bit of extra kit. In the case of the two electric SUVs, it's the Pro Match version that has been upgraded, with the Black Edition adding new 19-inch alloys – with those neat VW centre caps that remain upright every time you're stopped – plus a contrast black roof with panoramic glass. Inside, the front seats are upgraded to sportier items featuring integrated head restraints and VW's 'ArtVelours' microfibre upholstery. You also get electric adjustment and a massage function.

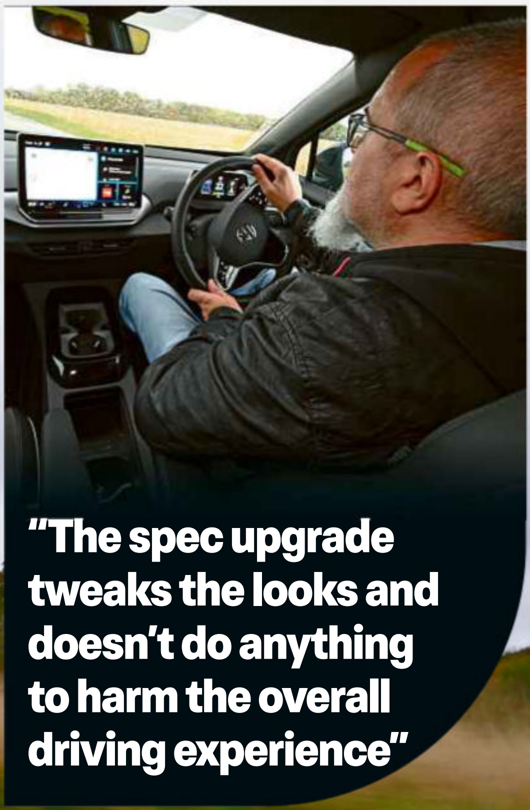
Ironically, while Grenadilla Black is a colour option, you can also get the Black Edition in Kings Red, Glacier White, Blue Dusk or the Moonstone Grey of the ID.5 in our pictures. The wheels can be upgraded to 20-inch rims for an extra £500, too.

The updates are relatively subtle, but the £2,000 premium that the Black Edition commands over the Pro Match model is less than you would pay to add panoramic glass (£1,000) and the £1,400 Interior Style Plus pack for massage seats. So the Black Edition does offer some decent value for money to go with its different style.

The spec upgrade changes the looks, but it doesn't do anything to harm the driving experience. Volkswagen's dedicated MEB electric-vehicle platform has proven its versatility, and here there's plenty of comfort on offer. The 19-inch alloys are fitted with tyres featuring tall sidewalls and actually look a little lost in the ID.5's wheelarches – that seems odd to say for a rim size that was considered big not even a decade ago – but the trade-off here is a plush ride on all road surfaces.

There's not much to complain about when it comes to performance, either. With 282bhp and 545Nm of torque on tap, the rear-mounted motor sends instant power to the back axle. There's a subtle rear-wheel-drive bias when accelerating hard, although the car's electronics soon intervene if they sense that the tyres are being overwhelmed.

The Black Edition is based on the Pro powertrain, so there's a 77kWh battery on board that offers an official range of up to 341 miles. Intriguingly, this is slightly less range than the Match model. That



"The spec upgrade tweaks the looks and doesn't do anything to harm the overall driving experience"

# wagen ID.5

s all that's good about the VW
t a great deal of extra cash

**INTERIOR** Everything that's good (and frustrating) about the standard ID.5's spacious interior is present here

version can officially travel an extra three miles on a full charge; you can blame the extra weight of the panoramic glass roof for that slight anomaly. During our time with the ID.5 we saw a return of 3.7 miles/kWh on roads ranging from urban to motorway, which is pretty efficient for the compact electric SUV class.

Charging speeds of up to 135kW DC are no longer at the cutting edge of the electric movement these days, although you can still get the car from 10-80 per cent capacity in 28 minutes from a powerful enough source.

While the efficiency figures are fairly impressive, there are compromises to be made if you're choosing an ID.5. The sportier roofline is designed to cut through the air more cleanly than the ID.4's, and although this doesn't really impact back-seat headroom, rear visibility is compromised due to the lack of a wiper and a trim piece that bisects the window. At least the boot isn't affected, with a claimed 549 litres of space on offer, compared with an official figure of 543 litres for the ID.4.

## ESSENTIALS

### Volkswagen ID.5 Pro Black Edition

**Price:** £47,900 **On sale:** Now
**Powertrain:** 77kWh battery, 1x e-motor
**Power/torque:** 282bhp/545Nm
**Transmission:** Single-speed automatic, rear-wheel drive
**0-62/top speed:** 6.7 seconds/112mph
**Range:** 341 miles
**Max charging:** 135kW (10-80% in 28min)
**Size (L/W/H):** 4,599/1,852/1,618mm

## VERDICT ★★★½☆

**NOT everyone will appreciate the ID.5's gloss-black makeover, but upgrading from Match trim to the Black Edition offers better value than speccing up the former to the same level. However, this doesn't help the inherent shortcomings of VW's electric coupé-SUV. We'd still save some cash and choose the ID.4; it can also be had in Black Edition trim and you get a car that's just as capable and more practical.**

# MAGNIFICE

EN25 NGF
Hyundai Motor UK

# NT SEVENS?

**Hyundai and Peugeot provides different takes on the roomy seven-seat EV. So, which is better?**

## ESSENTIALS

| Hyundai Ioniq 9 Long Range Ultimate AWD | Peugeot E-5008 325 GT Premium |
|---|---|
| **Price:** £71,995 | **Price:** £57,290 |
| **Powertrain:** 2x e-motors, 110kWh battery, 303bhp | **Powertrain:** 2x e-motors, 73kWh battery, 321bhp |
| **0-62mph:** 6.7 seconds | **0-62mph:** 6.5 seconds |
| **Test efficiency:** 2.6 miles/kWh | **Test efficiency:** 3.1 miles/kWh |
| **Official range:** 376 miles | **Official range:** 289 miles |
| **Annual VED:** £620 | **Annual VED:** £620 |

Pete Gibson

# HYUNDAI IONIQ 9 vs P

**HEAD TO HEAD**

## Ready to join the EV revolution but have a big family? No problem

PRACTICALITY isn't a sexy subject, but it sits high on 'want' lists for many buyers. That's why the seven-seater holds lots of appeal; the versatility of all of those seats combines with huge load-carrying capacity.

Now, there are contenders that prove that switching to a low-emission powertrain needn't come at the expense of versatility.

The Hyundai Ioniq 9 certainly cuts an imposing shape, and it's got the specs to match. It's a given that Hyundai will lavish its new contender with plenty of equipment, but there's also the lure of a roomy cabin and a huge battery that promises a WLTP range of up to 385 miles. We'll be keen to find out how well that figure holds up in the real world.

Against it sits a car that, on the face of it, offers many of the same benefits but at a lower price. The Peugeot E-5008 also offers seven seats and plenty of luxury, yet its starting price is £48,560, more than £16,000 less than the most affordable Ioniq 9.

That's quite a difference in price, so the question is: is there enough between them to justify the premium that Hyundai charges for the Ioniq 9, and if so, what are you getting that the 5008 lacks?

## CONTENDERS

### Hyundai Ioniq 9

THE version we have in our pictures is the range-topping Calligraphy in its more exclusive six-seat layout, which costs £78,595. The range starts from £64,995 for the rear-wheel-drive Premium trim. The closest alternative to its rival here, in terms of powertrain and seating, is the Ultimate seven-seat, which costs £71,995.

However, discounts on new models are nearing £6,000 from some dealers already – the latest deals can be found on the Auto Express Buy a Car site.

### ON THE ROAD

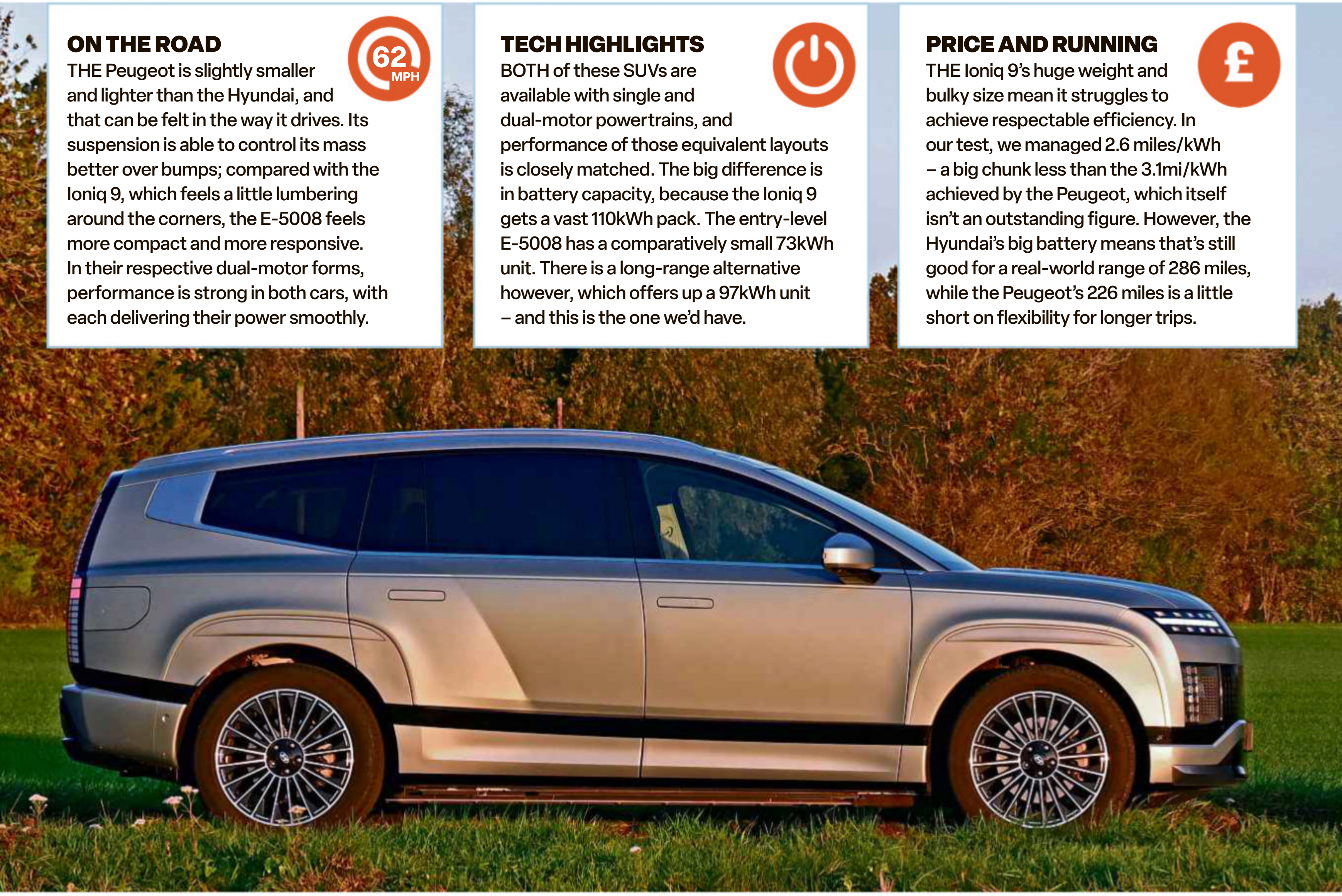
THE Peugeot is slightly smaller and lighter than the Hyundai, and that can be felt in the way it drives. Its suspension is able to control its mass better over bumps; compared with the Ioniq 9, which feels a little lumbering around the corners, the E-5008 feels more compact and more responsive. In their respective dual-motor forms, performance is strong in both cars, with each delivering their power smoothly.

### TECH HIGHLIGHTS

BOTH of these SUVs are available with single and dual-motor powertrains, and performance of those equivalent layouts is closely matched. The big difference is in battery capacity, because the Ioniq 9 gets a vast 110kWh pack. The entry-level E-5008 has a comparatively small 73kWh unit. There is a long-range alternative however, which offers up a 97kWh unit – and this is the one we'd have.

### PRICE AND RUNNING

THE Ioniq 9's huge weight and bulky size mean it struggles to achieve respectable efficiency. In our test, we managed 2.6 miles/kWh – a big chunk less than the 3.1mi/kWh achieved by the Peugeot, which itself isn't an outstanding figure. However, the Hyundai's big battery means that's still good for a real-world range of 286 miles, while the Peugeot's 226 miles is a little short on flexibility for longer trips.



# EUGEOT E-5008

**MANNA FROM SEVEN**

The two battery-powered cars on test here approach the issue of carrying seven people or huge luggage from slightly different angles

## Peugeot E-5008

EVEN in its most expensive GT Premium trim and with its most potent dual-motor powertrain, like the car in our pictures, the E-5008 costs £57,290 – undercutting even the entry-level Ioniq 9. Current discounts through the Auto Express Buy a Car platform average out at £7,708, making a keenly priced contender even more competitive. There are three trim levels, with the base Allure trim paired with a single-motor powertrain coming in at that headline sub-£50,000 price tag.

> "PRACTICALITY ISN'T A SEXY SUBJECT, BUT IT SITS HIGH ON THE 'WANT' LISTS FOR MANY NEW-CAR BUYERS"

### PRACTICALITY

WHILE both cars have seven seats, it's clear that the third row in each is designed for different purposes. Those in the back of the Ioniq 9 are treated to almost as much space as those in the middle row. The Peugeot's extra seats, meanwhile, are much more cramped, and better suited for either temporary use or carrying kids. The Hyundai's boot is slightly larger with all seven seats in place, too.

### SAFETY

BOTH cars were assessed by Euro NCAP in 2025. The Ioniq 9 came out on top, scoring five stars to the Peugeot's four. In the crash tests, the margin between the pair was close, with the 5008 actually performing better in the vulnerable road users category. It was in the safety assist category where the Peugeot lost a star; its occupant detection and driver-monitoring systems fell short of NCAP's highest standards.

### OWNERSHIP

PEUGEOT put on an excellent showing in our 2025 Driver Power customer satisfaction survey, finishing eighth out of 31 brands. Hyundai was closer to the bottom, taking only 20th. However, the Ioniq 9 gets a five-year warranty. While the Peugeot comes with a three-year warranty, owners who maintain the biennial service schedule at a main dealer will see cover extended for up to eight years or 100,000 miles.

HYUNDAI has been one of the top-performing brands of the 2020s, with many of its models in contention for class honours. The Ioniq 9 is the brand's flagship, offering the seven-seat practicality of the ICE-powered Santa Fe with even more luxury and a range of EV powertrains. In some areas it's fantastic, but it needs to be at this price.

## ENGINES & PERFORMANCE 4.3/5★

THE Ioniq 9 is available with a choice of three powertrain options. The range kicks off with a rear-wheel-drive model with 215bhp and 350Nm of torque. Performance is hardly scintillating (0-62mph takes 9.4 seconds) and we suspect many buyers spending this much might choose to upgrade to the first of the dual-motor models. Here, outputs climb to 303bhp and 605Nm, and the 0-62mph time is trimmed down to 6.7 seconds.

The top-spec model ups the ante further, with a healthy 421bhp and 700Nm – enough for a 5.2-second 0-62mph time. It's smooth and strong, and even the most powerful model deploys its power cleanly and without fuss. Motor refinement is hard to fault, too.

## DRIVING 4.0/5★

UNSURPRISINGLY, keen handling and nippy town driving aren't among the large Ioniq 9's strengths. However, its comfort and refinement impress.

**AROUND TOWN** It's fair to say that the Ioniq 9 doesn't feel entirely at home in the city. It's a large car, and the turning circle, at around 12.5 metres, is pretty big, even compared with those of other seven-seat alternatives; slightly shorter cars such as the Peugeot E-5008 turn tighter, while some versions of the likes of the Audi Q7 have four-wheel steering to help trim its turning circle.

One of the other small gripes with the Ioniq 9 comes from the braking at low speeds. The motor regeneration is smooth for the most part, but when coming to a stop, it releases quite suddenly, which makes it difficult to bring the car to a smooth halt.

**A & B-ROADS** You might hope that the Ioniq 9 would feel a bit more wieldy when you get the car out of urban areas and out on to slightly more open roads. It doesn't.

This is a heavy car (as much as 2.7 tonnes in its dual-motor form) and it really feels every bit of that when it's moving along a twisty road. The steering is nicely weighted but quite slow to respond, while there's an appreciable amount of body roll through corners. Mid-corner bumps cause the car to briefly shimmy away from your desired course – another giveaway of the car's mass.

**MOTORWAY** There is one area where the Ioniq 9 excels, and that's on the motorway. The fairly soft suspension set-up that makes it feel a little lethargic on a B-road really comes into its own at higher speeds, where a long-legged, easy-going personality reveals itself. This, along with the strong refinement, make the Ioniq 9 a very comfortable place for seven to cover huge distances.

## MPG & RUNNING COSTS 3.7/5★

A LARGE battery ensures a strong range despite the Ioniq 9's underwhelming efficiency. A good home charger is a must.

**EV RANGE/ BATTERY/CHARGING** Our efficiency figures were based on the Calligraphy model with the most powerful Performance motor. However, these results will be largely similar to those of the AWD Ultimate, which in official tests is rated with a nominal four miles more on a charge than the 372 miles of the Performance. As such, our 2.6 miles/kWh test figure, achieved with temperatures between 10-15 degrees Celsius is fairly representative for both dual-motor powertrains. It's a number that isn't particularly efficient, but is compensated for by the huge 110.3kWh battery, which means our real-world range worked out at 287 miles.

Charging speeds are very impressive on paper, with a maximum rate of 233kW allowing that huge battery to take a 10-80 per cent top up in 24 minutes. We'd like to see the option to manually initiate battery preconditioning when heading for a fast charger, however, because this would ensure that the Ioniq 9 is best able to achieve its claimed speeds when you plug in. The fastest charge speed we recorded during our use was 157kW, although the battery was at around 50 per cent full at this point.

The ability to charge at home is very important for EV owners looking to undercut the cost of an equivalent combustion-engined SUV, however, and for those, we'd recommend ensuring your home system is capable of running an 11kW charger. That's because that huge battery means slow charges take time; on 11kW, a full recharge takes 10 hours – just about fine for an overnight session. Hyundai does not quote a 7kW figure, but our calculations suggest it will take almost 15 hours, and 44 hours and 45 minutes on a 2.3kW charger.

**TAX** Sitting in the three per cent Benefit-in-Kind bracket for electric vehicles makes the Ioniq 9 a very tempting seven-seat SUV choice for company car users. Despite its fairly high retail price, it means that higher-rate income taxpayers will face annual deductions of just

# HYUND

Enormous new battery SUV offer

**MODEL TESTED:**
Hyundai Ioniq 9

| PROS | CONS |
|---|---|
| Hugely spacious in all three rows | Huge size and weight |
| Excellent long-distance comfort | Fit and finish not up to £80k price |
| Generous kit levels | Not particularly efficient |

## TESTER'S NOTE

AS with several other Hyundai EVs, the Ioniq 9 is available with digital side mirrors as a £1,000 option, and they replace the traditional mirrors with cameras mounted on stalks. While Hyundai's tech works better than some of the other types we've tried, we don't see enough benefit to stump up the extra cash – especially since they still sit proud enough from the bodywork for them to be susceptible to knocks. The digital rear-view mirror comes in handy when the back two rows of seats are loaded with occupants, though.

**Alex Ingram**
Chief reviewer

# AI IONIQ 9

s space and comfort for seven people

### ON THE ROAD

Ioniq 9 certainly feels every centimetre of its dimensions in town, but it also feels large and lumbering on more open roads. It rides well though

6:07 PM
Electricity use
EV range history
Battery usage statistics
Energy consumption history
66%
16%
18%
0%

> "THE IONIQ 9 DOESN'T FEEL ENTIRELY AT HOME IN THE CITY. IT'S A LARGE VEHICLE, WITH A BIG TURNING CIRCLE"

£881 – someone running a similarly priced Audi Q7 diesel would be faced with deductions of a staggering £10,421 over the same period.

**INSURANCE** Unsurprisingly, insurance groups are fairly high. Single-motor models sit in group 42 (out of 50), while the dual-motor models are rated in group 47 and 48.

**DEPRECIATION** Used-car valuation experts CDL estimate that the Ioniq 5 line-up is set to hold onto roughly 51 per cent of its original value after three years or 36,000 miles. The entry-level single-motor model is expected to hold up the best, maintaining 52 per cent.

## INTERIOR & TECHNOLOGY 4.1/5★

THE cabin looks modern and fresh, but we'd like to see an even higher level of finish.

**DESIGN** The Ioniq 9's cabin design follows the theme of the brand's smaller all-electric counterparts. Light colours and a wide, open dash design gives the interior an airy feel.

The basic controls are efficiently laid out; a column stalk to the right of the steering wheel includes the driving controls (Drive, Neutral, Reverse and Park), and the start button. The climate controls are part physical, part touch-sensitive; big dials control the temperature for each side of the interior, while between them is a touch panel with smaller, more fiddly keys for the rest of the functions.

**QUALITY** The overall level is roughly at the standard we've come to expect from Hyundai, but when top-spec models are approaching £80,000, the quality isn't quite as immaculate as we'd hope for. Take the pop-out exterior door handles, for example; while they slide out gracefully as the doors unlock, they wobble around quite noticeably as the door is closed.

Inside, the top-spec Calligraphy models feature a decorated trim piece on the passenger side of the dash, but the finish feels hard and looks like unconvincing fake marble.

**TECH AND INFOTAINMENT** The Ioniq 9 is capable of taking on a fast charge when you find public chargers quick enough, but it's also able to top up smaller devices at a rapid rate, too. There are no fewer than seven USB-C chargers on board, catering for passengers in all three rows. These can operate at up to an impressively rapid 100 Watts. There's also a wireless smartphone charger on the centre console. While it has a rubber pad to improve grip between phone and charger, it's fairly small, so even during normal acceleration, braking and cornering, we found that our phone would move around enough that it would stop charging until it was repositioned.

## PRACTICALITY 4.6/5★

AT more than five metres long, and almost 1.8 metres tall, the Ioniq 9 is vast on the outside, but as long as you have the space to park it, occupants inside reap the benefits with acres of space to stretch into.

**FRONT SPACE** The Ioniq 9's tall body allows the driver to have a commanding view of the road ahead. The driving position is high, but while the square, near-horizontal bonnet makes it easy to see where the car ends, it also creates quite a blind spot ahead of the car. Fortunately 360-degree cameras are available, so it's still possible to squeeze into tight spots.

The steering wheel itself is very large, which can make it feel a little clumsy to use at times.

Storage is generous. The large sliding centre console has a deep space inside, which can be partitioned off into smaller spaces for holding a larger variety of items. This area can be accessed by a lid which is hinged both front and rear (allowing both front and middle-row occupants easy access), while a larger drawer-type entrance is also at the back.

**REAR SPACE** The middle row is vast. The seats can slide forward and back, and even when they're moved as far forwards as they'll go, knee room is still better than in a Tucson. Slide them to the back and there are limo-levels of leg space. Headroom is also fantastic, and whether the seats are in six or seven-seat configurations, they are comfortable.

Unlike in many seven-seaters, those in the very back are almost as well catered for as those in the row ahead. Kneeroom is a little tighter but still more than good enough for all but the tallest adults, while headroom comes close to matching the middle row. Each back-seat passenger gets their own cup-holder, too.

**BOOT SPACE** Even in seven-seat mode, the Ioniq 9's boot is reasonable. At 338 litres, it offers five litres more space than the Kia EV9, and 28 litres more than the Volvo EX90. Drop down the back row (made easy by electrical switches in the boot) and that figure climbs to 908 litres. In two-seat mode the space stands at an enormous 2,419 litres.

Adding to that already cavernous boot is a 52-litre storage space under the bonnet. In a car where there are likely to be passengers and stuff in the way of the rear underfloor storage, having a different spot to hold the charging cables is a useful feature.

## RELIABILITY & SAFETY 3.8/5★

HYUNDAI'S performance in our annual Driver Power customer satisfaction survey was a little underwhelming. A finish of 20th place overall put the Korean brand in the

### INTERIOR
There is enormous cabin space on offer in the Ioniq 9, plus a multitude of seating configurations

### CABIN SPACE
There's plenty of headroom and legroom in the middle row. Further back, the rearmost seats offer generous space for two adults

## TESTER'S NOTE

**AFTER we subjected the Ioniq 9's sister vehicle, the Kia EV9, to a towing test back in September, we discovered that a smooth, powerful EV powertrain is ideal for a big trailer – even if public chargers don't do a great job of accommodating cars with trailers. At 2,500kg, the braked trailer limit of the Hyundai is plenty for the average caravanner, too. And in the unlikely event you're raising two pairs of twins at the same time, then it'll be a safe choice thanks to the fitment of four Isofix child seat-mounting points.**

**Alex Ingram**
**Chief reviewer**

### ON THE ROAD
Soft suspension allows too much body roll when cornering on a back road, and the 2.7-tonne heft means the Ioniq 9 can feel quite lumbering when asked to respond to steering inputs. Bumps can deflect it off line

> **"THE POP-OUT EXTERIOR DOOR HANDLES SLIDE OUT GRACEFULLY, BUT WOBBLE AROUND NOTICEABLY"**

bottom half of the table, a couple of places behind sister brand Kia.

There's no faulting the Ioniq 9's safety credentials, though. A five-star Euro NCAP performance is backed up by loads of standard assistance tech; all models get the brand's Highway Drive Assist 2.0, which can autonomously hold the car within its lane on a motorway for short periods, as standard.

### WARRANTY 4.3/5★
HYUNDAI offers Ioniq 9 buyers a five-year, unlimited-mileage warranty.

### SERVICING 4.4/5★
THE Ioniq 9 is cheaper to service than a similarly sized petrol or diesel car. That's reflected in the service plan: it's just over £300 for three years' worth of maintenance.

IF style is high up your priorities for a seven-seat EV, it's hard to ignore the Peugeot E-5008. It flaunts eye-catching design both inside and out, but that's meaningless if there isn't the ability to back things up.

Fortunately, there's a lot to like here; by the standards of the class, it's great to drive, reasonably efficient, and backed up with plenty of standard kit. We'd recommend the big-battery model, though – overall range is a little underwhelming in 73kWh models.

## ENGINES & PERFORMANCE 4.1/5★

PEUGEOT offers three powertrain options across its trim levels – a line-up that is shared with the smaller E-3008. Things start with a single-motor option that offers up 207bhp and 343Nm of torque, which is enough to shift the E-5008 from 0-62mph in 9.7 seconds.

For those on the hunt for a little more urgency, there's a much more lively dual-motor option. Here, there's 321bhp on offer, and that's enough to trim the 0-62mph time down to 6.5 seconds.

For those who value range more than performance, Peugeot also offers the E-5008 with a 97kWh battery. This is mated to a single motor making 227bhp, and its 9.6-second 0-62mph time is near-identical to the marginally less powerful entry-level model.

In the dual-motor model, we found that when hard acceleration is needed, there's a little lag between pressing the accelerator and getting full power. Other than that, the system is smooth and quiet.

## DRIVING 4.1/5★

AS a petrol or a hybrid, the E-5008 is lighter than much of its competition, and that carries over to the full EV. As such, it's better to drive than its closest rivals.

**AROUND TOWN** The E-5008 is fairly easy to drive at low speeds, certainly by seven-seater standards. A tight turning circle and light steering play their part here, enabling Peugeot's largest car to feel barely any more stressful to thread around urban areas than the brand's 308 hatchback.

While there's a little fidget at low speeds, the E-5008's ride is well judged over larger bumps; it's soft enough to cushion the blow nicely, but not so soft that it wallows around. The transition between regenerative and mechanical braking isn't the most seamless we've tried, but it's only when stopping more suddenly that this transition is noticeable.

**A & B-ROADS** Even though it's lighter than the likes of the Hyundai Ioniq 9 and Kia EV9, the E-5008 still weighs more than 2.3 tonnes. Even so, it's rare that it feels overly hefty on the move; that light steering masking the overall mass for the most part. It's not fun to drive, but it feels noticeably more agile than most other seven-seat EVs. Body control is better than the Ioniq 9's, with the chassis less fazed by potholes and mid-corner bumps than in its Korean rival. Grip is reasonable enough, and the car has a neutral balance.

We can forgive the traction and stability control systems feeling a little heavy-handed; the power is noticeably restricted while any steering lock is applied, which if we're nit-picking can sometimes hamper smooth progress on a twisty road.

**MOTORWAY** That composed ride quality works especially well at speed, where the E-5008 manages to blend control and comfort. Indeed, much of that low-speed fidget eases off as the speeds increase.

## MPG & RUNNING COSTS 4.1/5★

EFFICIENCY figures take a hit at motorway speeds, but keen overall prices compared with those of the electric seven-seat competition really help the Peugeot's case.

**EV RANGE/ BATTERY/CHARGING** At 3.1 miles/kWh, efficiency in temperatures of around 15 degrees is okay, if not outstanding. The E-5008's efficiency struggles at motorway speeds the most, where on test it would drop below three miles per Kilowatt-hour. That's still a better return than the likes of the Hyundai Ioniq 9 and Kia EV9, but those cars offer bigger batteries, too. With the 73kWh pack, that efficiency translates into a range of 226 miles. With more motorway use, that can drop below 200 miles, which is why our pick is the 97kWh model; that extra 24kWh of capacity should enable closer to 300 miles of real-world range, and it costs £300 less.

Officially, the E-5008 can charge at a rate of 160kW. The maximum speed we noted at a 350kW charger, without any facility to implement battery conditioning to optimise speeds, was 111kW at 42 per cent charge.

**TAX** Thanks to its fully electric powertrain, the E-5008 is the go-to choice of the 5008 line-up for company car users. Even higher-rate income tax payers will face annual deductions of around £700 in the 2025/26 financial year – vastly less than petrol or diesel SUVs of the same size or value.

**INSURANCE** Single-motor versions of the E-5008 with the 73kWh battery sit in insurance groups 33 to 35, depending on trim level. The 97kWh battery models are in groups 35 and 36, while the quickest dual-motor model sits in group 42.

PEUGEOT
E-5008
KN75 UYA

# PEUGEO

Can the Peugeot's style and effic

**MODEL TESTED:**
Peugeot E-5008

| PROS | CONS |
|---|---|
| Pleasing ride and handling balance | Big-battery model needed for range |
| Fantastic dash design and quality | Cramped third-row seats |
| Value beside other seven-seat EVs | Divisive driving position |

## TESTER'S NOTE

WHEN we first tested the E-5008's smaller rangemate, the E-3008, we were left disappointed by a very firm ride that felt totally out of place in a practical family SUV. Given that the 3008 and 5008 are nearly identical underneath, that didn't leave us with much hope for its larger rangemate, but the E-5008 is significantly more comfortable over both big compressions and smaller, higher-frequency bumps. It's so much better, in fact, that we hope that Peugeot sees some sense and applies this chassis set-up to the smaller car.

**Alex Ingram**
Chief reviewer

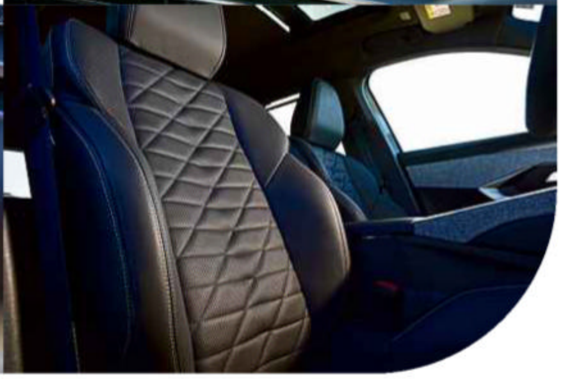
# OT E-5008

ciency make up for smaller dimensions?

**ON THE ROAD**
The Peugeot is smaller and lighter than the Hyundai, and it really becomes clear on the road, where the E-5008 steers quickly and handles neatly

4WD
SPORT
NORMAL
ECO

P
R
N
D
ENGINE
START
STOP



> "WE FOUND THAT THERE'S A LITTLE LAG BETWEEN PRESSING THE ACCELERATOR PEDAL AND GETTING FULL POWER"

**DEPRECIATION** Depending on trim level, the E-5008 is predicted to maintain between 49 and 52 per cent of its original value after three years or 36,000 miles. Of course those figures will stand up even better if you're able to take advantage of the up-front discounts available through the Auto Express Buy a Car services.

## INTERIOR & TECHNOLOGY 4.6/5★

IN terms of design and quality, the E-5008 is at the top of the class. Even if the touchscreen tech is merely okay and short on physical controls, few rival manufacturers can offer a sense of occasion like this.

**DESIGN** Peugeot's interior designs have been a cut above those of mainstream rivals for some years, and the E-5008 is no different. The swoopy surfaces and driver-centric dash look like nothing else in the class.

**QUALITY** Large expenses of fabric across the dashboard and doors – not to mention the soft leather upholstery on the seats when fitted – make the E-5008 feel as luxurious as it looks.

**TECH AND INFOTAINMENT** Whichever version of the E-5008 you go for, equipment is in plentiful supply. The range kicks off with the Allure, which gets LED headlights, 18-inch alloy wheels, three-zone climate control, wireless smartphone charging and a reversing camera. The GT's wheels grow an inch larger, while its LED headlights are upgraded. Front parking sensors and adaptive cruise control improve the driving experience. The GT Premium adds the semi-autonomous Drive Assist Pack, 360-degree parking cameras, adaptive headlights, and retractable sunblinds for the second-row passengers.

## PRACTICALITY 4.2/5★

REGARD the third row of seats as for temporary use or for kids only, and the E-5008 can be a usefully practical seven-seat option. However, the full EV isn't quite as spacious as the hybrid 5008.

**FRONT SPACE** For some time, Peugeot's range has been one which, more than other brands' offerings, we've encouraged buyers to try for themselves before making a decision. That's because of what Peugeot calls its i-Cockpit interior design. While the interior looks spectacular, the layout involves positioning the digital dials in a way that makes you look at them over the top of the steering wheel. To allow for this, the steering wheel itself is small, and its maker intends for the driver to position it quite low. Some testers struggled with this arrangement, with the wheel obscuring the dials.

**REAR SPACE** We've run a hybrid version of the 5008 on our long-term test fleet, covering the best part of 10,000 miles in one. We've been impressed with its practicality and space, and while on the face of things, the fully electric versions look identical, there's one key difference. In order to accommodate the large battery pack beneath the cabin, the floor level has been raised inside to avoid compromising the car's ground clearance.

Sit in the middle row, and that is noticeable; the footwells aren't quite as deep as they are in the internal-combustion models, which lifts occupants' legs off the seat cushions. Although interior space is still generous – headroom is excellent – taller passengers will lack a little under-thigh support.

Fortunately, even a third passenger is fairly well catered for in the middle row; while the seat is a little narrower and the backrest a little harder than the places to either side, the seat base itself isn't raised as you'll find on many traditional middle seats.

All three seats slide forward and backwards; this both allows the third row a little more space when six and seven occupants are on board and, combined with a backrest that drops flat, aids access into that third row. It's still a bit of a squeeze getting there, though. Once inside, as long as those middle-row passengers are willing to give up just a little knee room, the third row is just about okay for shorter adults on quick trips. Children should feel like they have more than enough space.

**BOOT SPACE** At 259 litres to the window line, the E-5008 has reasonable storage even when all seven seats are being used. The seats are easy to fold down but leave a slightly awkward step at their bases, although they do drop flat. In five-seat mode, the total capacity increases to 748 litres. In two-seat mode, that figure grows to 1,815 litres, well behind the 2,419 litres of the Ioniq 9, but that's to be expected when the Peugeot is a physically smaller car.

## RELIABILITY & SAFETY 4.3/5★

A FOUR-star rating in the 2025 Euro NCAP safety testing isn't up to the five-star standards of many of the E-5008's rivals, but it's worth noting that this has nothing to do with the Peugeot's ability to meet standards in the event of a collision. Instead, it's down to its safety-assistance technology. Euro NCAP marked the E-5008 down in this category because its driver-monitoring system can't detect if a driver is distracted, while the second and third row seating does not come with occupant detection.

However, a seventh-place finish out of 31 for Peugeot in our 2025 Driver Power customer satisfaction survey continues a

### DETAILS

Unusual driving position takes a little getting used to; luggage and storage space is reasonable

### MIDDLE ROW

There's good space for three adults in the middle row, although the higher floor means your thighs sit proud of the seat cushion

## TESTER'S NOTE

PEUGEOT is gradually building a reputation for interior poshness to rival the big German brands', and with the EQB, Mercedes offers a direct alternative to the E-5008. But as long as you can ignore the lure of that three-pointed star, the Peugeot is the one to have. The EQB is roughly 10cm shorter, which is good for parking, but it makes it more cramped in the third row. Its powertrain options can only rival the E-5008's entry-level single-motor option. Official WLTP ranges are similar, but the Peugeot is cheaper.

**Alex Ingram**
Chief reviewer

### EFFICIENCY

This model, with its 73kWh battery, can struggle for range, especially when fully loaded on the motorway. However, the bigger-battery version will have a real-world range of nearly 300 miles. We'd go for that

> "IN DESIGN AND QUALITY, THE E-5008 IS AT THE TOP OF ITS CLASS. FEW RIVALS MATCH ITS SENSE OF OCCASION"

recent trend for the French company of scoring highly with its owners.

### WARRANTY 4.1/5★

AS standard, the E-5008 comes with a three-year warranty, but this can be extended to up to eight years and 100,000 miles through the Peugeot Care programme. In order to be covered by this extended package, the car needs to be serviced on schedule at an approved dealer.

### SERVICING 4.0/5★

FOR the E-5008, those service intervals are once every two years. Service costs for EVs tend to be cheaper than those of the equivalent petrol-powered models because there are fewer moving parts, and therefore fewer lubricants to change.

## PRICES AND SPECS

| | HYUNDAI IONIQ 9 | PEUGEOT E-5008 |
|---|---|---|
| Our choice | Long Range Ultimate AWD | 325 GT Premium |
| Price from/price of our choice | £71,995/£78,595 | £57,290/£56,990 |
| **POWERTRAIN AND PERFORMANCE** | | |
| Powertrain | 2x electric motors | 2x electric motors |
| Power | 303bhp | 321bhp |
| Torque | 605Nm | 509Nm |
| Transmission | Single-speed auto/4WD | Single-speed auto/4WD |
| 0-62mph/top speed | 6.7 seconds/124mph | 6.5 seconds/112mph |
| Battery capacity | 110.3kWh | 73kWh |
| Official range | 376 miles | 289 miles |
| Test efficiency/range | 2.6mi/kWh/287 miles | 3.1 mi/kWh/226 miles |
| Maximum charging | 233kW (10-80% in 24 mins) | 160kW (20-80% in 30 mins) |
| **DIMENSIONS** | | |
| Length/wheelbase | 5,060/3,130mm | 4,791/2,901mm |
| Width/height | 1,980/1,790mm | 1,895/1,694mm |
| Rear kneeroom | 645-995mm | 545-890mm |
| Rear headroom/elbow room | 965/1,640mm | 905/1,432mm |
| Third-row kneeroom | 520-895mm | 543/714mm |
| Third-row headroom/elbow room | 950/1,435mm | 967/1,432mm |
| Boot (front/all seats up/five up/all down) | 52/338/908/2,419 litres | 0/259/748/1,815 litres |
| Boot length (five seats)/width | 1,590/1,050mm | 1,031/1,025mm |
| Boot lip height | 780mm | 788mm |
| Kerbweight/towing weight | 2,728/2,500kg | 2,364/1,100kg |
| Turning circle | 12.5 metres | 11.2 metres |
| **COSTS/OWNERSHIP** | | |
| Residual value (after 3yrs/36,000 miles) | £36,833/51.2% | £29,900/52.2% |
| Depreciation | £35,162 | £27,390 |
| Insurance group/AA.com quote/VED | 47/£1,207/£620 | 42/£996/£620 |
| Three-year service cost | £313 | £538 |
| Annual tax liability std/higher rate | £441/£881 | £354/£707 |
| Annual electricity cost (10,000 miles) | £1,100 | £923 |
| Basic warranty (miles)/recovery | 5yrs (unlimited)/1yr | 3yrs (60,000)/1yr |
| Driver Power manufacturer position | 20th | 7th |
| NCAP Adult/child/ped./assist/stars | 84/87/77/83/5 ★ (2025) | 80/85/79/62/4 ★ (2025) |
| **EQUIPMENT** | | |
| Metallic paint/wheel size | £700/21 inches | £750/20 inches |
| Parking sensors/camera | Front & rear/yes | Front & rear/360 degrees |
| Spare wheel/Isofix points | Repair kit/four | Repair kit/three |
| Keyless entry & go/powered tailgate | Yes/yes | Yes/yes |
| Leather/heated seats | Yes/yes | £1,450/yes |
| Screen size/digital dashboard | 12.3 inches/yes | 21.0 inches (both screens) |
| Climate control/panoramic sunroof | Yes/yes | Yes/£950 |
| USBs/wireless charging | Seven/yes | Four/yes |
| Wireless Apple CarPlay/Android Auto | Yes/yes | Yes/yes |
| Blind-spot warning/head-up display | Yes/yes | Yes/no |
| Adaptive cruise control/steering assist | Yes/yes | Yes/yes |

## WHAT WE WOULD CHOOSE

**HYUNDAI** Beyond the digital side mirrors, optional extras are limited here. Buyers have a choice of 10 paint finishes; Sunset Brown is no-cost, while six metallic shades cost £700. There are three matte finishes, each costing £1,200.

**PEUGEOT** The Nappa leather fitted to the car in our images is a £1,450 option. While the standard part-Alcantara/part-leather finish feels great, the full leather package is even more so. A panoramic sunroof costs £950.

## INFOTAINMENT

6:13
Vehicle
EV
Navigation
Sound
Phone connections
User profile
Voice recognition
Layout
Display
Buttons
Cluster/Head-up display
Bluelink
Media Off

### Hyundai Ioniq 9 3.9/5★

**BLUELINK**

**KEY FEATURE:** AI-ENHANCED VOICE RECOGNITION

SIMPLY by separating the climate controls from the main touchscreen, the Ioniq 9's system initially feels a little easier to use than the Peugeot's. It's less laggy, too, although that's not a glowing endorsement on its own, because compared to many other systems, Hyundai's is slipping down the rankings. Loading times are pretty underwhelming, and disabling the mandatory driver-assistance systems is a fiddly process that involves opening a sub-menu via the digital driver's display.

ADAS
Climate
Date/Time
Energy
Help
Media
Mirror Screen
Navigation
OK Peugeot
Phone

### Peugeot E-5008 3.8/5★

**PEUGEOT I-COCKPIT**

**KEY FEATURE:** SECONDARY TOUCHSCREEN

THE E-5008's gently curving main panel neatly integrates both the digital driver's display and the main touchscreen. That touchscreen is one of two; below the primary infotainment display is a secondary screen that houses menu shortcuts, which can be tailored to the driver's taste. It works okay, but frustrations such as touchscreen-only climate controls, and the fact that heated seats and wheel are buried in sub-menus, can soon become a pain.

> **“THE PEUGEOT OFFERS A MIX OF COMFORT, HANDLING AND THE QUALITY WE'VE COME TO EXPECT FROM THE COMPANY ”**

**HYUNDAI IONIQ 9 BEST FOR:**
Space. A big part of the Hyundai's luxurious feel comes purely from the fact that it's so spacious. Accommodation for seven people is superb.

**PEUGEOT E-5008 BEST FOR:**
Value. While it can't match the Ioniq 9's practicality or range, the E-5008 is significantly cheaper – yet in many areas it feels more expensive than its rival.

# RESULTS

**WINNER** ★★★★☆

## Peugeot E-5008

**AFTER a stuttering start with the latest E-3008, the Stellantis STLA platform has found its feet with the bigger E-5008. Here, there's a great mix of comfort, handling and that level of interior quality we've come to expect from Peugeot in recent years.**

**Given the price disparity between the Peugeot and the Hyundai, we think it's much easier to forgive the relatively tight third row of seats. However, a larger entry-level battery would increase the appeal of both single and dual-motor models; until then, the added range you get from the 97kWh battery model makes it the version to have.**

AUTO EXPRESS
ROAD TEST WINNER
NOV 2025
★★★★☆
Peugeot E-5008

**INTERESTED?**
Scan the code for further information

**RUNNER-UP** ★★★★☆

## Hyundai ioniq 9

**WE entered this test trying to establish whether the Ioniq 9's price premium over the Peugeot was justified, and our conclusion is that it doesn't quite convince us.**

**There are some areas where it excels; its huge cabin makes it the better bet if you regularly carry seven people, and that huge battery gives an enormous range, despite the car's poor overall efficiency.**

**However, the less expensive E-5008 feels like the better finished car inside, is better to drive and almost as well equipped. So for all of the Hyundai's strengths, the Peugeot will make more sense to more people.**

**INTERESTED?**
Scan the code for further information

**Dawn Grant**

Dawn.Grant@autoexpress.co.uk

MY husband and I recently booked a weekend break in Bristol and of course, using the pure-electric Alfa Romeo Junior meant slightly different preparations than if I'd been running a petrol or diesel car. That difference is exacerbated because we can't charge the car at home, and therefore spend quite a bit of time at public charge points. Luckily, there are a few different options near our flat, and there is normally at least one charger available of the four MFG units at the local garage.

The fact we were using the Alfa also influenced our choice of route. We had two options: one cross country and the other via the A34 and M4. Both took around the same time but the first was approximately 76 miles while the second was around 130. For us, in an electric car with a range of around 200 miles, the shorter option was better.

We set off with the instrument cluster showing a range of 133 miles, so range anxiety wasn't too bad, but we haven't had the Alfa that long, so are yet to trust its predictions fully. My husband tends to do the driving on long journeys and is a fan of the efficiency driving mode. This adds a few miles to the range, and he says it isn't at the expense of the driving experience.

The weather certainly wasn't on our side, with the heavy rain meaning the wipers were in fairly constant use. We also opened the windows slightly to clear misting, in a bid to avoid using the heating or air-conditioning system.

Something else that felt like it was intended to stymie our journey was a road closure, and subsequent seven-mile detour. We blamed Google Maps, which we tend to use through Apple CarPlay, because not only did it fail to mention the closure in the first place, but it also kept trying to reroute us back there as we followed the diversion. Not ideal.

Nevertheless, we made it to our destination with 18 miles of range left. That was around 30 miles short of the car's initial estimate, but not overly stressful.

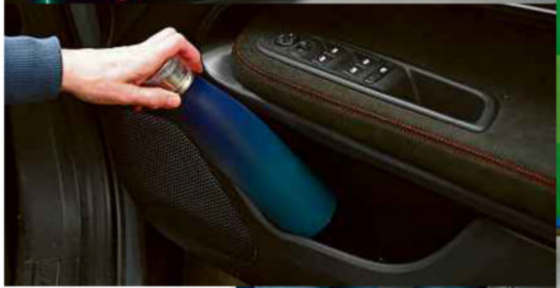
After a few lovely days, it was time to head home all too soon. On the way back we visited the Clifton Suspension Bridge, so ended up using a slightly different route to get home. What a difference – the sun was shining, there wasn't much traffic and the car came into its own on the twisty B-road sections. This is what the Veloce version of the Junior is made for – it handles really well and feels so at home through the bends. And when we did encounter a slow-moving vehicle on the country roads, the Alfa's quick acceleration made it easy to pass them; it was nice to forget about range and enjoy the drive – or passenger ride in my case.

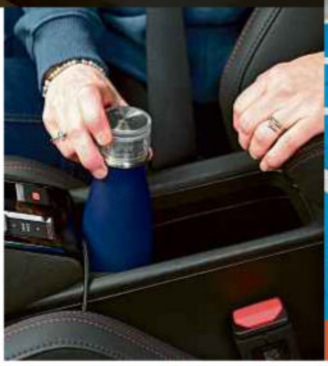
The car isn't perfect, though. The front door pockets aren't the most practical, and my water bottle won't fit in them. The good news is that it does fit in the centre console easily enough, and while it sitting in that position in cars with manual gearboxes tends to annoy my husband, there's no such issue in the Alfa EV, which has no gears. Even so, my bottle sits back out of the way in the Junior's centre console anyway.

The dashboard also features a wireless smartphone charger, although we tend to use it fairly rarely; we usually charge our phones using a cable from one of the USB sockets, which tend to charge phones more quickly and without any overheating issues. The other benefit is that the space is handy for our essential travel sweets!

> **"THE SUN WAS SHINING, THERE WASN'T MUCH TRAFFIC AND THE CAR CAME INTO ITS OWN ON TWISTY SECTIONS"**

POWER
READY
30
mph
DYNAMIC
NATURAL
ADVANCED EFFICIENCY
155mi
77%
ECO
CHARGE
3709 mi





**DETAILS**
Efficiency mode ekes out range but not at the expense of the driving experience; bottle fits in the centre console, but not the door pockets

3
EVPOWER
Fast Clean Energy
150kW
UP TO 50 KW
mfg

**SECOND REPORT**

# ALFA RO

A long weekend away laid bare t

Otis Clay

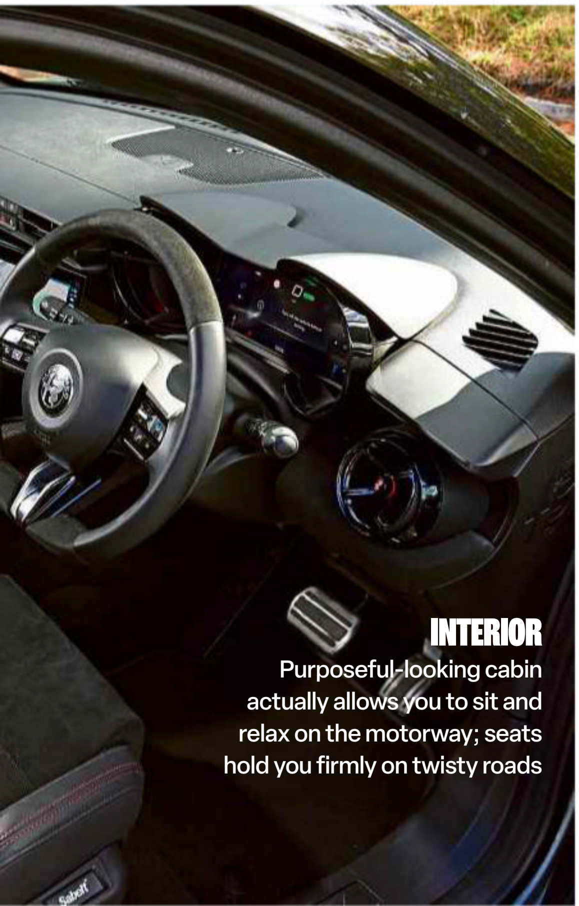
EV POWER
Fast Clean Energy
WE POWER THE
FUTURE
mfg
RX74 GGA

**PROS**
- Aggressive exterior styling
- Enjoyable driving experience
- Surprisingly roomy boot

**CONS**
- It's pretty expensive
- Limited storage options
- Range is not all that great

# MEO JUNIOR

he Alfa Romeo Junior's good bits and not-so-good bits



**INTERIOR** Purposeful-looking cabin actually allows you to sit and relax on the motorway; seats hold you firmly on twisty roads

## MODEL TESTED:
## Alfa Romeo Junior Elettrica Veloce

| | |
|---|---|
| **On fleet since:** | August 2025 |
| **Price new:** | £42,295 |
| **Powertrain:** | 54kWh battery, 1x e-motor |
| **Power/torque:** | 276bhp/345Nm |
| **CO2/BiK:** | 0g/km/3% |
| **Options:** | Sport Pack [£2,200], Technology Pack [£2,200], Arese Grey with Black Roof [£700], Electrically Operated Sunroof [£1,200] |
| **Insurance*:** | Group: 34 Quote: £1,153 |
| **Mileage:** | 3,159 miles |
| **Efficiency:** | 3.6 miles/kWh |
| **Any problems?** | None so far |

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

### VERDICT ★★★½☆

**THE Junior Veloce's limited battery range does provide a challenge – and even more so if you actually use all the performance on offer, which you're quite likely to want to do because the car is certainly fun to drive on the right roads. Still, hopefully the reading will gradually become more accurate as the car's overall mileage increases.**

Auto Express
KY25 EHN

**THIRD REPORT**

# AUDI A3 TFSI

As our test progresses, the A3 is proving itself as a car for all seasons as well as all reasons

**Sarah Perks**

Sarah.Perks@autoexpress.co.uk

SINCE my last update, Monty and I have clocked up many more miles. With a calendar full of late summer/autumn events and cross-country journeys between our offices in London and Bedford, the Audi A3 has once again proved its reliability and refinement on the road. Long motorway stretches have continued to showcase its impressive fuel economy; the 1.5 TFSI engine feels as efficient as it is eager, returning figures that never fail to surprise.

What's really stood out though, is how effortlessly the A3 has adapted to changing conditions. When we were blessed with weeks of sunshine, I was deeply grateful for the car's efficient climate control. The system offers plenty of adjustability and, refreshingly, uses proper physical buttons – a rarity in today's screen-obsessed cabins. Combined with the supportive sports seats and Audi's typically solid build quality, the A3 remains a serene space for long days behind the wheel.

As summer slipped into autumn, the story changed but the A3's competence didn't. The early mornings and late-night drives that now bookend my days have shown off another side of the car's character. The LED headlights are superb, cutting through fog and drizzle with crisp precision, while the heated seats make frosty starts something to almost look forward to. The switch from air-conditioning to gentle warmth feels symbolic of the A3's balance: practical, reassuring and effortlessly premium. Whether in blazing sunshine or pouring rain, the car remains composed, sure-footed and confidence inspiring.

One feature I've grown especially fond of (and I'm happy to retract my earlier scepticism) is the in-car sat-nav. In my first report, I said I found it clunky and somewhat counterintuitive, favouring my phone for navigation instead. But after months of consistent use, and several trips to completely new destinations, I've changed my mind. The system has proven its worth time and again, particularly through a recent spate of road closures and diversions. The re-routing and recalculation are impressively quick and logical, and once you become familiar with its layout, it actually feels intuitive.

Now, I'll confess – I know I'm something of a running joke at work. Not only because I name my cars (which, thankfully, I now know I'm not alone in doing!), but also because I insist on cleaning the car every week. Inside and out. It's genuinely rewarding, though – the A3's clean lines and high-quality finishes make it a joy to keep spotless. The paintwork gleams like new after a wash, and even the cabin materials have stood up beautifully. My only gripe? The piano black trim, which attracts dust and fingerprints faster than I can remove them. Thankfully, Audi has used it sparingly compared with some rivals, and the rest of the interior – especially the screen, which resists smudges admirably – still looks box-fresh months down the line.

**"THE ENGINE FEELS AS EFFICIENT AS IT IS EAGER, WITH ECONOMY THAT NEVER FAILS TO SURPRISE**

As the miles add up and the seasons change, my appreciation for the A3 deepens. It's a car that genuinely adapts to my life – quietly, efficiently and with a touch of understated luxury. Whether I'm tackling a dawn start or a dusk return, the A3 continues to make every drive feel like time well spent.

### CLEAN BILL OF HEALTH

Sarah is not only delighted with her fault-free Audi A3, but she also loves keeping it spick and span, so cleans it every week

## MODEL TESTED:

## Audi A3 35 TFSI S tronic S line

| | |
|---|---|
| **On fleet since:** | March 2025 |
| **Price new:** | £36,615 |
| **Powertrain:** | 1.5-litre 4cyl petrol, 7-speed auto |
| **Power/torque:** | 147bhp/250Nm |
| **CO2/BiK:** | 127g/km/31% |
| **Options:** | Storage pack (£180),<br>Python yellow metallic paint (£595),<br>Technology pack (£1,495) |
| **Insurance*:** | Group: 23 Quote: £900 |
| **Mileage/mpg:** | 8,870/49.3mpg |
| **Any problems?** | None so far |

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

### PROS

Ride quality and responsiveness

Quality of interior and finishing

Tech, mainly the sound system

### CONS

Sometimes short of power

Infotainment a little counter-intuitive

No powered tailgate

### DETAILS

In-car tech seemed confusing at first, but screen has proved easy to use. Physical climate controls are a doddle to operate

Pete Gibson

### VERDICT ★★★★½

**THE Audi A3 continues to impress as an adaptable, refined and reliable long-distance companion. It delivers comfort, composure and efficiency, and the thoughtful design, intuitive tech and quality make Monty a car that quietly excels in every season.**

## FLEETWATCH

### MINI JCW

AS anyone that's owned a BMW-manufactured MINI this century will understand, I've had my fair share of comments about how "it's too big for MINI". But I think the proportions and sizing of my MINI are perfect – any smaller and you're bordering on the seriously impractical (I recently found out I can fit in the back), but any larger and you'll cause some MINI purists to properly start frothing at the mouth.

**ALASTAIR CROOKS**

### VOLVO EX30

HALF term is always a stern test for parents, but this most recent break was also the toughest test yet for our Volvo EX30. We were staying with friends in Northumberland, meaning this 640-mile round trip would be our longest journey in the car, as well as our first time relying on the public charging network. However, apart from one glitch with chargers at Rotherham services, we had no problem keeping the car topped up.

**ANDY PRINGLE**

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MG3 SAFETY SCARE

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## INSTA 360 X4 AIR

**Price:** £359
**Contact:** *store.insta360.com*

RECORDING your motoring adventures is increasingly popular, and we've always rated Insta's 360 cameras as the best for good-looking video at a fair price. The new X4 Air makes it even easier.

Weighing just 165g, it's the lightest-ever 8K 360 camera and perfect for fixing to your car without elaborate mounts. It also has user-replaceable lenses with an ultra-hard optical coating, so it's less susceptible to damage from stones and branches, and it's waterproof to 15 metres, so will shrug off a rainstorm.

Insta360 X4 Air
Insta360

## HOT WHEELS RACE FORMULA 1 GRAND PRIX CIRCUIT TRACK SET

**Price:** £79.99 **Contact:** *smythstoys.com*

FANCY having your own F1 race in the living room on Boxing Day? This track set from Hot Wheels includes three 1:64-scale cars, which can be launched around the track while a lap counter keeps count as they zip through the turns and elevation changes. To add a bit of excitement, the 'interactive DRS diverter' allows cars to overtake the leader.

The set is compatible with other collections in the company's range.

# CHRISTMAS GIF

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## PALMERSPORT MCLAREN EXPERIENCE

**Price:** From £585 **Contact:** *palmersport.com*

ANY chance to pilot an exciting car around a circuit is bound to be a hit with enthusiastic drivers, and there are plenty of track days on offer in the UK. But PalmerSport experiences are a cut above most, because they use McLaren Arturas, supported by purpose-built single-seaters, GT race cars and other track-prepared machines. Rather than a race circuit, the experience is based at the safer Bedford Autodrome with its big run-off areas.

SMEG
PORSCHE

## SMEG X PORSCHE KETTLE

**Price:** £300 **Contact:** *shop.porsche.com*

A PORSCHE with a 1.7-litre capacity and a 0-100 (degrees) time of around a minute might not sound like the most exciting of its products, but this collaboration with appliance maker SMEG is sure to be any enthusiast's cup of tea.

The kettle features a soft-opening lid, a removable stainless steel limescale filter, and a 360-degree cord-free base. Crucially, it's stylish too, with the unmistakable Porsche lettering around the base. Plus it's available in a choice of two colours from the car company's palette – Shade Green and Carrara White.

> **"PORSCHE'S COLLABORATION WITH SMEG WILL BE ANY ENTHUSIAST'S CUP OF TEA"**

# T GUIDE

**Tom Barnard**

**LAST week we looked for the best presents for under £50. But if you can stretch above the £50 limit, there is much more choice for the car lover in your life.**

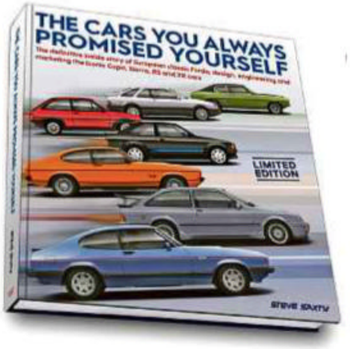
**Some are still relatively affordable with a price tag in double figures, while others are likely to be reserved for millionaires' mancaves or fantasy lottery-win wishlists. Here are our top 20 gifts for car fans costing over £50.**

## THE CARS YOU ALWAYS PROMISED YOURSELF – RESTOMOD EDITION

**Price:** £85.95 **Contact:** *stevesaxty.com*

THERE will have been many Ford fans who found Steve Saxty's The Cars You Always Promised Yourself book under their tree last year, but plenty of others will have been disappointed, because it sold out quickly.

The author has now released a new, limited-edition 500 'restomod' copy run to keep those people happy. This larger-format 336-page edition charts the evolution of Ford's most desirable coupés including the Capri, Puma, and XR and RS Sierras. It comes with a copy of Saxty's RS Icons publication as a two-book set for £85.95



## MIOFIVE S1 DASH CAM

**Price:** £57.99 **Contact:** *miofive.com*

**A LOT of drivers will hoping for a dash cam, and we reckon they'd be chuffed if they got our Best Buy: the Miofive S1. Despite a very reasonable price, it captures video in 4K quality and has a colour screen to view it, an app that can connect via WiFi, and speed-camera warnings. There are plenty of accessories to choose from too, and adding them all would still keep the total bill below £100.**

## ALCOSENSE PRO BREATHALYSER

**Price:** £149.99 **Contact:** *alcosense.co.uk*

MANY of us will overindulge during the festive period and might wonder if it is safe to drive after some boozy pudding or even the morning after a party.

AlcoSense's breathalysers take away the doubt and will let you know if you are over the legal limit. The Pro version has the same type of sensor used in police-spec testers and can be set to give clear indications if you are over the legal limits anywhere in the world. The Pro will even calculate how long it may take until you'll be sober.

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alcosense pro

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SEE PAGE 3
AMAZING MECHANIC'S KIT WORTH OVER £840
COMPETITION
GIFT IDEA
FIND YOUR PERFECT GIFT
LOOK OUT FOR THIS LOGO
In this edition:
HEATERS | BATTERY CHARGERS | LIGHTING | GIFT IDEAS + MORE

## EXPLORE OUR SELECTION OF HEATING, CHARGING, AND LIGHTING ESSENTIALS.

*DISCOVER OUR EXCITING COLLECTION OF GIFT IDEAS, AND MUCH MORE, INSIDE!*

“THE STROLLER’S HONEYCOMB-PATTERN WHEELS ARE INSPIRED BY THE ALLOYS FITTED TO THE ASTON MARTIN VALOUR AND VICTOR”

## ASTON MARTIN EGG STROLLER

**Price:** £2,500
**Contact:** *eggstroller.com*

GUARANTEE pole position in pushchair parking at the nursery school’s nativity play with this Aston Martin-branded stroller from pram maker egg. Available in three colours including Aston’s Racing Green, it features honeycomb-pattern wheels inspired by the alloys fitted to the Valour and Victor, as well as a knurled hub wheel inspired by the trim used inside the supercars, and quilted material borrowed from a DBX707.

The package includes a carrycot, backpack and footmuff, and costs around £1,350 more than the standard egg3 stroller package.

## BY TEDDY COSY CAR DOG SEAT

**Price:** £95
**Contact:** *johnlewis.com*

DOGS rarely enjoy car journeys, but as we all go to visit relatives and friends over the Christmas period, we might have little choice but the haul the hound with us. The Cosy Car Seat is designed to be a dog’s favourite bed, so it feels like a safe space at home, but having two handles makes it easy to carry to the car – even if the dog is snoozing inside. It then has a tether point to attach to your dog’s harness so they are legally restrained, and straps that affix around the back of the seat to keep it all secure.

## MOUS WIRELESS CHARGING SUCTION MOUNT

**Price:** £69.99 **Contact:** *uk.mous.co*

WE all know someone who is constantly looking for a charger to keep their smartphone topped up, usually because they’ve been using power-hungry apps in the car for navigation and entertainment. This Mous wireless mount will keep them on top of their battery levels with the minimum of effort.

It uses the same suction windscreen mount and magnet as our Best Buy, but adds a Qi charger, which can transfer energy at a rate of up to 15W. A built-in fan keeps it cool too, so it can stay at full power for longer.

## DENTS GRAND PRIX DRIVING GLOVES

**Price:** £99 **Contact:** *dentsgloves.com*

DRIVING gloves might seem obsolete in a modern car with climate control and a heated steering wheel, but these Grand Prix gloves from Dents are stylish enough to wear even when you’re out of the car.

They are available in six very brightly coloured combinations inspired by the liveries of classic motor racing teams, with different shades of leather on the palm and strap, the back of the glove and the piping. They also feature touchscreen-friendly materials, meaning you can operate a phone or infotainment system without having to remove them.

Simply
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11" | 280mm
Conventional
Conventional Wiper Blade
Simply
SFB14
14" | 350mm
Multi-Fit Flat
Multi-Fit Flat Wiper Blade
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Multi-Fit Rear Wiper Blade

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MINI COOPER RACING
MB-01 CHASSIS
R/C HIGH PERFORMANCE CAR
TAMIYA

## TAMIYA MINI COOPER

**Price:** £216.88 **Contact:** *jadlamracingmodels.com*

THE classic Mini Cooper isn't just a favourite in the classic car world, it's a hugely popular remote-controlled model too. And after a five-year break, Tamiya's kit is back. The 1:10-scale model uses the MB-01 chassis, so it has a short wheelbase and a front motor, front-wheel-drive configuration – like the real car. The price here is for a package including a battery and controller.

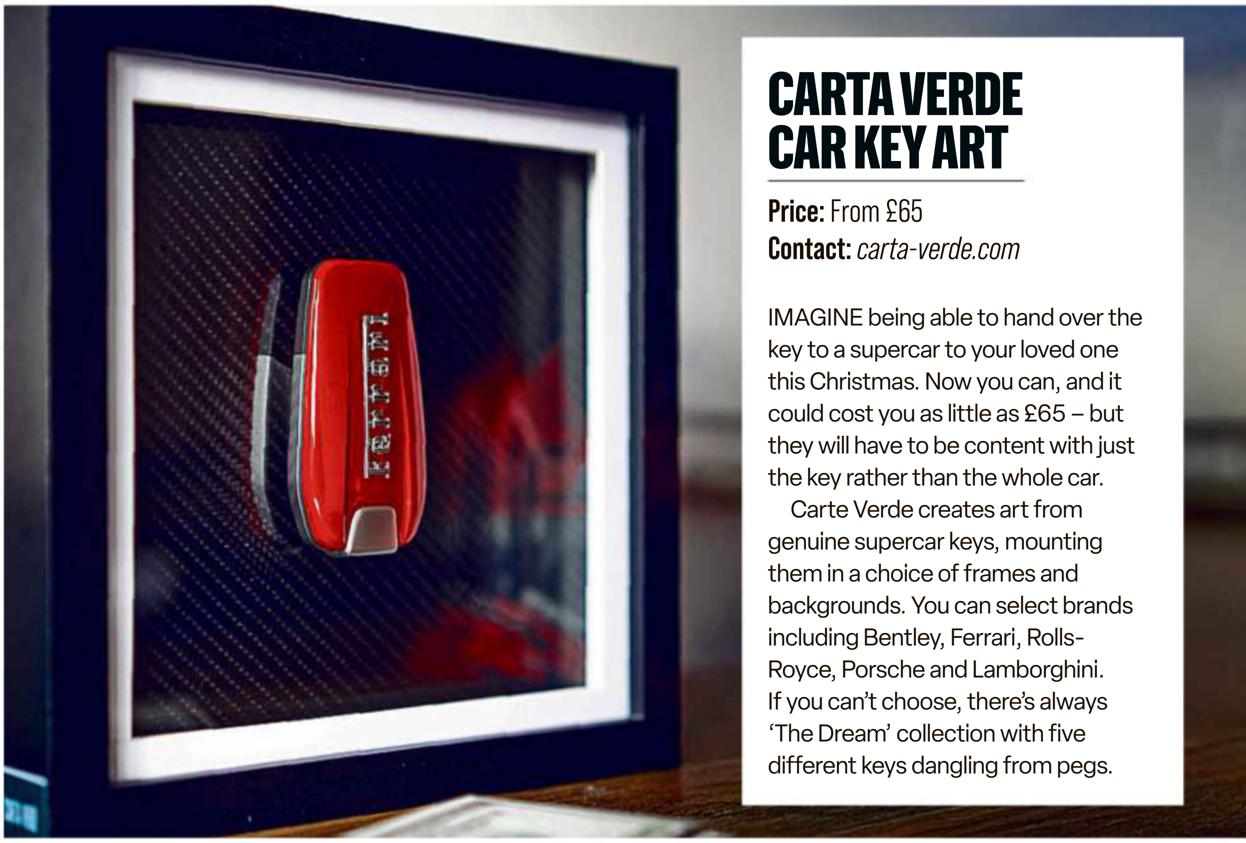
> "TAMIYA'S KIT HAS A FRONT-MOTOR, FRONT-WHEEL-DRIVE CONFIGURATION – JUST LIKE THE REAL CAR"

## T-LAB MIRABEAU SWEATSHIRT

**Price:** £65
**Contact:** *t-lab.co.uk*

MANY motorsport fans will say Monaco is the most exciting circuit in the world, with lots of famous bends. For us Mirabeau is the most interesting, with no run-off area and a rare overtaking opportunity. This sweatshirt from T-lab is a subtle homage to the circuit and the corner. The logo reflects Monaco's essential French-ness with a tri-colour design, while the state's independence is recognised by its red and white flag below.

The dark blue sweatshirt is made from medium-weight 85 per cent premium organic cotton and 15 per cent recycled polyester.



## CARTA VERDE CAR KEY ART

**Price:** From £65
**Contact:** *carta-verde.com*

IMAGINE being able to hand over the key to a supercar to your loved one this Christmas. Now you can, and it could cost you as little as £65 – but they will have to be content with just the key rather than the whole car.

Carte Verde creates art from genuine supercar keys, mounting them in a choice of frames and backgrounds. You can select brands including Bentley, Ferrari, Rolls-Royce, Porsche and Lamborghini. If you can't choose, there's always 'The Dream' collection with five different keys dangling from pegs.

## VW ID. BLUETOOTH HEADPHONES

**Price:** £78 **Contact:** *volkswagen.co.uk*

HERE'S a gift that will sound good to fans of Volkswagen's EV range. These Bluetooth headphones from the company's ID. Collection are a cool pastel blue colour with ID. badge detailing. They are dirt and water-repellent, with a run time of up to 20 hours. Charging takes around 90 minutes via a USB cable or wirelessly. Three sizes of rubber bud are offered, and they are available from any VW dealer.

## LEGO FERRARI FXX K

**Price:** £54.99 **Contact:** *lego.com*

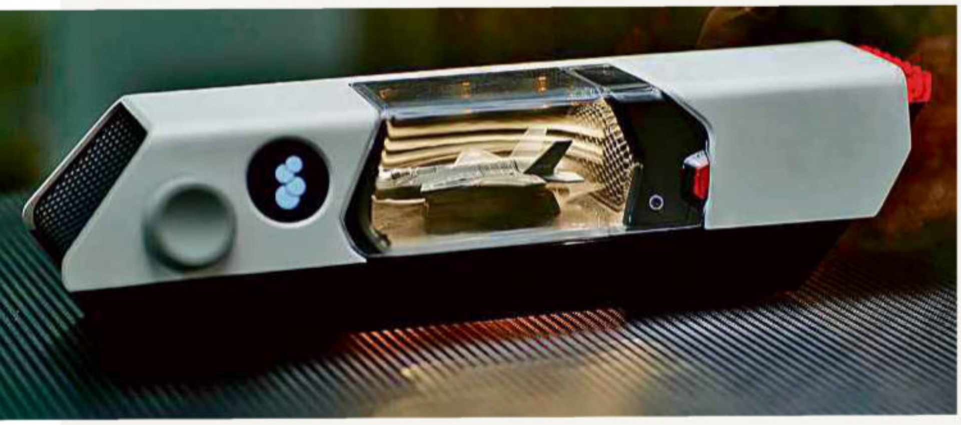
CHRISTMAS wouldn't be the same for many families without a LEGO set being built on the table. This new Technic Ferrari FXX K kit is just complicated enough to keep kids aged 10 and over happy without being too taxing. It contains 897 pieces, which build up into a 29cm-long model with an opening bonnet and butterfly doors. A realistic differential and moving pistons in the V12 engine help introduce builders to the universe of engineering too, and the LEGO Builder app helps with instructions if they get stuck.

## AUTOGLYM SUPREME CAR CARE COLLECTION

**Price:** £95.99 **Contact:** *autoglym.com*

IF you are not sure what to buy for your car-proud relations, you won't go far wrong with a big bundle of products from Autoglym. This is the Supreme Collection, which features nine cleaning and care products, and three accessories for carrying out a full vehicle valet, from wheels and windows to paintwork and plastics. It includes a wash mitt, drying cloth and seven of Autoglym's lotions and potions for the interior and exterior of a car, all stored in a handy zip-up case that will help keep your garage tidy.

AUTO GLYM
COLLECTION



## FUN-TECH-LAB WINDSIBLE WIND TUNNEL

**Price:** From £185 **Contact:** *fun-tech-lab.com*

HERE'S a gadget which is silly yet fascinating. The Windsible is a desktop wind tunnel that allows you to check the aerodynamic performance of your toys. It is available in different sizes, with the cheapest 1:64 being perfect for traditional Hot Wheels or Matchbox models. All use a special fogger fluid which is blown over the car, just like in a full-size wind tunnel.

## BENTLEY BECOME ZENITH

**Price:** £80 **Contact:** *shop.bentleymotors.com*

ALTHOUGH fragrances bearing the name of a car marque are nothing new, the Bentley range of perfumes and aftershaves is one of the few lines that people will actually buy purely for the aroma rather than the branding.

The brand's latest scent is an eau du parfum by master perfumer Violaine Collas. It is said to have notes of violet leaf, cardamom, cocoa, leather, papyrus and patchouli gayo heart, with overtones of vanilla. The purple bottle is very stylish too, and holds 100ml of the precious scent.

BECOME
ZENITH
BENTLEY
BENTLEY
BECOME

> **"BENTLEY'S RANGE OF PERFUMES AND AFTERSHAVES IS ONE OF THE FEW LINES PEOPLE WILL BUY PURELY FOR THE AROMA RATHER THAN THE BRANDING"**

## POCHER PAGANI UTOPIA COUPE

**Price:** £879.99 **Contact:** *uk.pocher.com*

THERE'S no doubt that £879.99 is an awful lot to spend on a model car, but Pocher's products aren't the sort you'd let the kids play with. For a start, they are huge, at 1:8 scale, plus they are also incredibly detailed, with working steering, suspension and doors.

The kit consists of 556 parts, which need assembly, but only a screwdriver is required, so there is no need for paint or glue.

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Deep pockets needed

72 **3-CAR GARAGE** PAST MASTERS
Cheap alternatives to new

# BUYING CARS

"KNOWING A BIT OF INFORMATION ABOUT A CAR'S LAST KEEPER CAN PAINT A PICTURE OF HOW IT'S BEEN TREATED"

## WANT THE BEST USED CAR? TAKE A GOOD LOOK AT THE PREVIOUS OWNER

## SHANE WILKINSON

**Auto Express' senior content editor explains why some good old-fashioned detective work can help you find the very best second-hand buy**

AT some point, my colleagues and I have all explained why there's no reason to fear high-mileage used cars. However, after a very good friend of mine purchased a 2001 Vauxhall Astra van with over 220,000 miles on the clock, it got me thinking: why exactly is this very well used, ageing workhorse still running so sweetly?

I'm sure you already know that stringent maintenance is the key to keeping a car alive and healthy over the years, and that a fully stamped service book is akin to the Holy Grail. However, how much thought have you given to a car's previous owner?

I'll word this carefully, lest I sound like a weirdo, but knowing just a little bit of background information about a car's last keeper can paint a much clearer picture of how it has been treated. For example, the previous owner of that Astra was an experienced mechanic – see what I mean?

Now I'm not suggesting that it's only those in the motor trade who look after their cars. But when you're having a conversation with the owner of your potential purchase, it can pay to steer the topic towards things like checking the oil, non-essential repairs and even more trivial tasks including washing it. While you're bound to hear the usual jargon such as "full service history", does the person in question make a point of insisting on manufacturer-approved fluids and parts? Do they frequently check the oil level, or do they wait for the red warning light? And what's their opinion on automated car washes (or scratchomatics, as I call them)?

Asking these questions will often separate those who take the greatest care of their pride and joy from those who do the bare minimum to keep their car ticking over. You can tailor your questions for EVs, too, such as finding out about the owner's charging habits. If you'd like a paper trail to back up the owner's claims, you can also take a look at the car's MoT history. Repeat advisories that haven't been rectified could be a sign of neglect. Fortunately, finding this information is easy, because we provide an MoT checker on our website.

Unsurprisingly, it'll be a much more pleasant interaction if you can slot such questions into the conversation naturally, rather than giving a most-likely innocent seller the third degree. At the end of the day, you're still going through the usual used car-buying process, just with a tiny, yet crucial bit of added detail.

# DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

> "It's reliable, has great fuel economy and there's plenty of room inside. I also like the user-friendly media interface and Toyota app."

## THE DRIVING EXPERIENCE

**YOU SAID** "The engine is smooth and when you need a little bit of extra power, the car is more than willing. Refinement is pretty good, too, although it can get raucous when accelerating hard. Ride comfort is excellent."

## MPG AND RUNNING COSTS

**YOU SAID** "It's easy to get more than 60mpg on a run; I've beaten 70mpg on occasions. But the cost of insurance is high for such a small car."

> "I'm impressed by the fuel economy, reliability and cabin. Additionally, It's comfy, agile and has the latest safety features."

## INFOTAINMENT AND ELECTRICS

**YOU SAID** "The Apple CarPlay doesn't work correctly, but the dealership is no help whatsoever. If I stick with the built-in radio, the sound is pretty good for such a small car, but if I was buying another Yaris, I'd pay the extra for the JBL audio system."

## PRACTICALITY AND SPACE

**YOU SAID** "The biggest downside is the shortage of boot space. It wouldn't be so bad if the back seats folded completely flat. There also should be bigger door bins and more cubbyholes dotted around the cabin."

## POSITION 35th

# Toyota Yaris Mk4

**Richard Dredge**

THE original Yaris reached UK showrooms way back in 1999. From the outset Toyota's supermini was a cracker, and with each passing generation it has only got better. This latest version, the fourth iteration, was launched in the UK in August 2020. It was offered with only one powertrain: a 1.5-litre petrol engine backed up with hybrid technology.

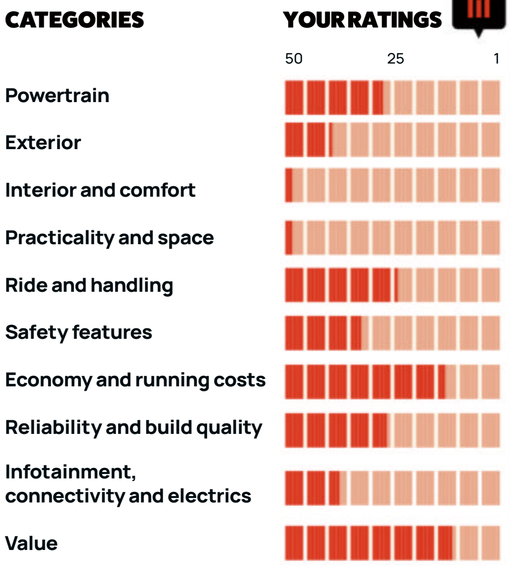
Toyota's small hatch has returned to the bottom half of the table after a stronger showing last year. The year before that, the Yaris Mk4 came 36th, having made its Driver Power debut in 2022, in 22nd place.

The Yaris scores well in just one category this year. A first for fuel economy is its only top-10 score, and there are only a few categories in which the Toyota breaks into the top 20; it comes 11th for both value for money and drivetrain smoothness, while a 14th spot for ride quality and 15th for handling suggest that the Yaris is more dynamically capable than you might think; the overall driving experience ranks 24th. The infotainment is rated 20th, the user-friendliness of the switchgear 23rd, and the balance of physical and touchscreen controls 25th.

Everything else is in the second half of the table, with several close to the very bottom. This includes 49th for rear-seat legroom and seating versatility, and 48th for boot capacity while cubbyhole space and the interior styling are both ranked 43rd. A last place for the built-in navigation is the worst result of all, while reliability is ranked 26th by owners. This isn't a terrible result, but we'd expect better.

**OVERALL SCORE** 84.29%

**USED PRICES FROM:** £11,000 **YEARS:** 2020 to present
**CO2:** 92-112g/km **FUEL ECONOMY:** 57-68mpg
**BEST OPTIONS:** Parking pack, glass roof, sat-nav, Tech pack (JBL hi-fi, head-up display – Excel only)



**DATA BY CATEGORY**
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

### INTERIOR AND COMFORT

**YOU SAID** "I wish the all-round visibility was better. I can't see very well when I'm turning into a road, and reversing is quite difficult. If it wasn't for the rear camera, I'd constantly be bashing into things. But the cabin design is really good and the quality is impressive."

### YOUR VIEW

Reader comments reflecting how they feel about their car

"Lovely to drive and even though the Yaris isn't a big car, it feels bigger than it is. It's comfortable and comes with lots of hi-tech kit."

"Reliable and durable, my Yaris is economical too. Despite its size, it's surprisingly practical and has great safety features."

"My Yaris is the most reliable car I've ever had. It's spacious enough for my family, and the hybrid tech cuts my fuel bills."

## WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

**SCAN THE CODE TO TAKE THE SURVEY**
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

### WANT ONE?

If you're in the market for a used Toyota Yaris, you can find your ideal model in the Auto Express marketplace

# USED BUYER'S GUI

**FROM £32,000** Rough, tough, rugged and able to take a beating – you'll nee

**Richard Dredge**

NEXT year will mark 85 years since the birth of the Willys Jeep, which sired an all-new brand (Jeep) in the aftermath of WW2. With a focus on go-anywhere ability, the Jeep was perfect for those who wanted to tackle inhospitable terrain, or who regularly had to drive in seriously inclement weather.

Jeep has endured because it has stayed focused on the original goal of ensuring that its cars can cope with the worst conditions. That's what the Wrangler does, because as Jeep's most hardcore model, it's perfectly suited to off-roading. But it's seriously compromised on the road, and that's why you have go into Wrangler ownership with your eyes open.

## HISTORY

THE fourth-generation Jeep Wrangler went on sale in the UK in October 2018, priced from £44,865. There was a choice of 268bhp 2.0-litre turbocharged petrol or 197bhp 2.2-litre turbodiesel (Multijet II) engines, both of which came with an eight-speed automatic transmission. All Wranglers have four-wheel drive and there were two and four-door bodystyles.

The diesel engine was dropped in summer 2021, which is when extra safety kit (adaptive cruise control, automatic emergency braking, automatic full beam) became standard, and the range of exterior colour options was widened.

A facelifted Wrangler reached the UK in spring 2024, priced from £60,785. There was now a bigger (12.3-inch) touchscreen with Apple CarPlay and Android Auto, new safety kit, standard electric adjustment for the front seats and a higher-quality cabin with extra soundproofing.

## WHICH SHOULD I BUY?

THE diesel isn't much torquier than the petrol (450Nm compared with 400Nm) and it isn't much more economical; virtually all of the Jeeps for sale have a petrol unit.

The entry-level Sahara has LED headlights, cruise control, rear parking sensors and a camera, an eight-speaker hi-fi, Apple CarPlay and Android Auto, a vinyl spare wheel cover, navigation and 18-inch alloys. Overland trim adds leather trim, heated front seats, blind-spot monitoring and a hard spare wheel cover. The top-spec Rubicon has beefed-up electrics (with a 240A alternator and bigger battery), plus 17-inch wheels instead of 18-inchers.

## PRICES

THERE are very few Wranglers available for less than £35,000, and there are hardly any diesels at all. We found a few Multijets for sale, priced between £34k (20-plate, 33k miles) and a very optimistic £48k (21-plate, 25k miles). Two-door Wranglers are unusual, so you'll almost certainly end up with a petrol-engined four-door Wrangler in Rubicon or Sahara spec.

In terms of standard equipment, there's surprisingly little difference between the various trims; when new, moving up a trim level added about £1,000 each time. As a result, second-hand values are dictated more by mileage and age.

Petrol-engined Wranglers start at £32,000 for an early Sahara with 50,000 miles on the clock; a two-year-old Rubicon with 5,000 miles showing can be yours for £45,000.

**ONLINE VALUATION TOOL**

Head over to our valuation tool to check prices on a specific model.

## ✓CHECKLIST

### ON THE PULL

**You might think that the Wrangler could pull pretty much anything, but two-door models are restricted to a not-very-generous 1,495kg, whereas four-door editions can pull up to 2,495kg.**

### GLASS ACT

**Windscreens get damaged easily, partly because they're so upright. Owner forums talk about sun visors breaking (stronger ones are available), and poor paint adhesion leading to bubbling.**

### SHE'S ELECTRIC

**Batteries don't seem to last very long, which can lead to the car's electrics doing weird things or not working at all. Loose fuses can also result in some electrical functions working only intermittently.**

### UNPLUGGED

**In 2021 Jeep introduced a 375bhp Wrangler plug-in hybrid, called the 4xe, for some markets. However, this variation on the Wrangler theme has never been officially imported to the UK.**

# DE Jeep Wrangler Mk4

ed to be all of these to live with a used Jeep Wrangler. And you'll need pretty deep pockets too

**ON THE ROAD** This is not the Wrangler's forte, because it is hamstrung by vague steering and a ride that is the very definition of "bouncy"

**BUY THROUGH AUTO EXPRESS!**
Scan the code to view used Jeep Wranglers for sale now

## RUNNING COSTS

SERVICE intervals of 12 months or 7,500 miles mean you'll pay plenty for maintenance if you're a high-mileage driver. Services alternate between minor and major at £268 and £438, but the 10-year service is £669.

While the petrol engine is chain-driven, the diesel has a cambelt, and this has to be replaced every 100,000 miles at a cost of around £700; it's recommended that the water pump is renewed at the same time and this pushes the price up to a hefty £1,189.

Wranglers sit in insurance groups 32-41 (most are in group 39 or 40), and because all of these Jeeps cost more than £40,000 new, the road tax is £620 per year for the first six years, after which it drops to £195.

Fuel economy is poor. Petrol Wranglers are pegged at 25-26mpg, and diesels aren't much better with an average of 28-30mpg.

## RECALLS

THE Wrangler Mk4 has been the subject of 11 recalls so far, although two were for the 4xe edition, which was never sold in the UK.

The first campaign in May 2019 affected Wranglers built up to February of that year. These left the factory with faulty steering mechanisms. There were then two recalls for wiring harness damage (February and October 2020), one because of faulty seatbelt mechanisms (March 2021) and two because some cars left the factory without type approval stickers (April and October 2021).

After that there were recalls for fuel leaks (November 2021) and driver airbag issues (September 2024). The 4xe recalls were for faulty heated windscreens (May 2024) and battery pack short circuits (April 2025).

## ON THE ROAD

**IF this section was titled "Off the road", the Wrangler would fare considerably better. As it is, the Mk4 Wrangler is markedly better on the road than its predecessor, but that's not saying much, and it's still out of its depth compared with any potential rivals. The steering isn't very sharp and the ride is very bouncy, while the amount of road noise soon becomes wearing.**

**Still, the eight-speed automatic transmission makes the most of the available power and the diesel engine is reasonably torquey and refined. The petrol engine is even better, though, and not much thirstier in the real world.**

## ALTERNATIVES

THE Land Rover Defender is more sophisticated than the Wrangler, so it isn't in the same category. In fact, there aren't any direct rivals for the Jeep because the cars you might consider are better all-rounders. These include the Toyota Land Cruiser, which is brilliant off road and towing, ultra-reliable, and far better on road than the Wrangler.

Many pick-ups make better towcars and are also capable off-road, including the Ford Ranger, Isuzu D-Max, Mitsubishi L200, Toyota Hilux and VW Amarok.

The Land Rover Discovery Sport is worth a look and so is the Ineos Grenadier, which is even more uncommon than the Wrangler in the classifieds.

**INTERIOR**
The cabin matches the exterior in that it's upright with straight edges. It looks rudimentary but it's all very easy to operate

10:00
5°C
Drivetrain
PRND
4630 mi

**PRACTICALITY**
Load area is a decent size, while the multifunctional four-wheel drive system means you'll be able to take that cargo to even the most remote places

## INTERIOR

THE dashboard looks retro but the cabin has reasonably plush materials and a user-friendly touchscreen. At first glance it seems utilitarian, but everything works well and equipment levels are good. However, rear-seat space is tight in the four-door version, and if you buy a two-door Wrangler, things are especially compromised.

## DRIVER POWER

JEEP is a minnow in the UK, so its cars rarely appear in our surveys. The company sold just over 9,000 cars in the UK in 2024 to claim a 0.46 per cent market share. By summer 2025 this had climbed to 0.6 per cent, but few of the Jeeps sold were Wranglers.

Anyone buying a Wrangler normally knows what they're getting into, because these cars appeal to people who know about the compromised driving experience and high costs, but accept those limitations.

## AEX VERDICT ★★★☆☆

**JEEP is axing the Wrangler in Europe imminently, with the final cars set to be registered in the first few months of 2026.**

**It's a move that makes a lot of sense because so few of these cars are sold here each year. Sadly for Jeep, very few people will miss the Wrangler, but if you want to drive a car that has the butch looks of a Tonka toy and that won't be fazed by even the toughest terrain, this might just be the car for you. However, if you want an off-roader that's good to drive, tows with ease and is a decent long-distance cruiser, pretty much any SUV will be easier to live with than a Wrangler, so take an extended test drive before buying.**

# 3 CAR GARAGE

# Sub-£50k used Hyundai i30 N, Renault Zoe and Toyota RAV4

**By Alastair Crooks**

THIS week we've checked out the stunning Renault Twingo, tested the new Toyota RAV4 and driven Hyundai's latest N offering, the Ioniq 6 N. Those three cars are all fascinating in their own right, but what if you don't want to wait until they go on sale? Well, on the Auto Express Marketplace right now, there are some solid alternatives from all of those brands – at a fraction of the price.

These three cars have just gained hi-tech new alternatives, but at these prices they're still great options

## HYUNDAI I30 N – £21,300

## 1

LET'S start with the car that got Hyundai's N performance arm up and running, the i30 N. When it arrived in 2017, it took on the Ford Focus ST and Volkswagen Golf GTI and, amazingly, it proved to be more than a match for both.

The ingredients were pretty conventional – a turbocharged four-cylinder engine, front-wheel drive and a slick six-speed manual – but the Hyundai is actually one of the best hot hatches you could buy.

There are cheaper examples on the Auto Express Marketplace, but we found one in snazzy Engine Red. Having covered fewer than 40,000 miles in six years, this one has barely been used.

**THE Hyundai i30 N is well worth the money. If you want to invest in one, scan the QR code to see them on Auto Express Marketplace.**

"The ingredients were pretty conventional, but the i30 N is one of the best hot hatches you could buy"

## RENAULT ZOE – £5,795

## 2

THE new Twingo is the latest in a rather unusual bloodline, which started with the iconic original in the nineties and continued with the rear-drive variant of the 2010s.

However, we've gone for the Zoe instead, because it's Renault's first all-electric small car. The one we found comes with the larger battery, which upped the range from a rather measly 149 miles to a more useful 186 miles.

At less than £6,000 with just 43,500 miles, it's a real bargain, especially when you factor in the Dynamique Nav trim that includes heated front seats, a rear-view camera, a Bose sound system and 16-inch diamond-cut alloy wheels.

**THE Renault Zoe may not be as cute as the Twingo, but it's well kitted and efficient. Find yours on Auto Express Marketplace.**

"The one we've found has the larger battery, which ups the range from a measly 149 to a more useful 186 miles"

## TOYOTA RAV4 – £26,300

## 3

LET'S face it, most people who buy SUVs rarely take them onto the rough stuff. With that in mind, we think the RAV4 strikes a solid balance between an efficient plug-in hybrid powertrain and all-wheel drive that will give you decent traction if you head off road. The 46-mile electric-only range should prove useful, too.

What's more, this 40,000-mile car is in mid-spec Dynamic trim, so it's packed full of kit, with heated seats front and rear, a wireless smartphone charger, dual-zone climate control and auto headlights.

**IF you want to venture off the beaten track in decent comfort, check out used Toyota RAV4s for sale using our QR code.**

"The 46-mile electric-only range should prove useful. This is mid-spec Dynamic trim, so it's packed full of kit"

# NEW CAR PRICES

## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

**ECONOMY/EMISSIONS/RANGE:** Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

**ROAD TAX:** When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

**0g/km:** £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270
**91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440
**131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190
**191-225g/km:** £3,300 **226-255g/km:** £4,680
**255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

**EURO NCAP RATING:** At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

**PICK-UP TRUCKS:** The models listed here pay a flat rate of road tax, at £355 per year.

## ABARTH

**Dealers:** 82 **Warranty:** 3 yrs/60000 mls

**500e** - 3673x1682mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 42kWh (152) auto 500e | 164 | 7.0 | 0 | 23 | £29985 |
| 42kWh (152) auto 500e Turismo | 157 | 7.0 | 0 | 23 | £33985 |

**500C:** add £3000

**600e** - 4187x1779mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 54kWh (240) auto 600e | 200 | 6.2 | 0 | 35 | £36985 |
| 54kWh (280) at 600e Scorpionissima | 200 | 5.9 | 0 | 36 | £39885 |

## ALFA ROMEO

**Dealers:** 55 **Warranty:** 3 yrs/unlimited mls

**Giulia** - 4643x1873mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (280) auto Sprint | 39.2 | 5.7 | 162 | 24 | £43750 |
| 2.0T (280) auto Veloce | 38.2 | 5.7 | 167 | 34 | £48750 |
| 2.0T (280) auto Intensa | 38.7 | 5.7 | 166 | 34 | £53150 |
| 2.9 V6TT (520) auto Quadrifoglio | 27.7 | 3.9 | 231 | 46 | £86885 |

**Junior** - 4173x1781mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (136) auto Ibrida | 58.9 | 8.9 | 109 | 26 | £28400 |
| 1.2 Hybrid (136) auto Intensa | 58.9 | 8.9 | 109 | 26 | £33400 |
| 54kWh (156) auto Elettrica | 247 | 9.0 | 0 | 23 | £33905 |
| 54kWh (156) auto Speciale | 254 | 9.0 | 0 | 23 | £35705 |
| 54kWh (156) auto Intensa | 254 | 9.0 | 0 | 23 | £38905 |
| 54kWh (280) auto Veloce | 200 | 6.0 | 0 | 34 | £42305 |

**Tonale** - 4528x1841mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T Hybrid (160) auto Sprint | 49.6 | 8.8 | 129 | 28 | £38650 |
| 1.5T Hybrid (160) auto Veloce | 48.7 | 8.8 | 130 | 29 | £43650 |
| 1.5T Hybrid (160) auto Intensa | 48.7 | 8.8 | 131 | 29 | £48050 |
| 1.3T PHEV (280) auto Sprint Q4 | 201.8 | 6.2 | 30 | 37 | £45500 |
| 1.3T PHEV (280) auto Veloce Q4 | 201.8 | 6.2 | 30 | 37 | £50500 |
| 1.3T PHEV (280) auto Intensa Q4 | 201.8 | 6.2 | 32 | 37 | £54900 |

**Stelvio** - 4687x1903mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (280) auto AWD Sprint | 33.6 | 5.7 | 192 | 30 | £52000 |
| 2.0T (280) auto AWD Veloce | 33.2 | 5.7 | 192 | 30 | £57000 |
| 2.0T (280) auto AWD Intensa | 33.2 | 5.7 | 192 | 30 | £61400 |
| 2.9 V6TT (510) at AWD Q'foglio | 23.9 | 3.8 | 267 | 50 | £95890 |

## ALPINA

**Dealers:** 7 **Warranty:** 3 yrs/60000 mls

**D3 S** - 4723x1827mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (355) auto AWD saloon | 39.2 | 4.6 | 188 | 50 | £69350 |
| 3.0TT (355) at AWD Touring | 39.2 | 4.8 | 188 | 50 | £70250 |

**B3 GT** - 4725x1827mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (529) auto AWD saloon | 26.6 | 3.4 | 241 | 50 | £91640 |
| 3.0TT (529) auto AWD Touring | 26.6 | 3.5 | 241 | 50 | £92740 |

**D4 S** - 4792x1850mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (355) at AWD Gran Coupe | 39.2 | 4.8 | 188 | 50 | £71400 |

**B4 GT** - 4800x1850mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (495) at AWD Gran Coupe | 26.6 | 3.5 | 241 | 50 | £93740 |

**B8** - 5092x1932mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.4 V8TT (634) auto Gran Coupe | 23.9 | 3.3 | 268 | 50 | £191300 |

**XD3** - 4715x1897mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (355) auto XD3 | 36.7 | 4.9 | 202 | 50 | £72000 |

**XB7** - 5195x2000mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.4 V8TT (621) auto XB7 | 22.1 | 4.2 | 289 | 50 | £169645 |

## ALPINE

**Dealers:** 7 **Warranty:** 3 yrs/60000 mls

**A290** - 4181x1798mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (180) auto A290 GT | 236 | 7.4 | 0 | 27 | £33500 |
| 52kWh (180) at A290 GT Performance | 236 | 7.4 | 0 | 29 | £36000 |
| 52kWh (220) auto A290 GTS | 226 | 6.4 | 0 | 29 | £37500 |

**A110** - 4181x1798mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.8T (252) auto A110 | 42.2 | 4.5 | 152 | 44 | £55160 |
| 1.8T (300) auto A110 GT | 41.5 | 4.2 | 154 | 44 | £66170 |
| 1.8T (300) auto A110 S | 40.9 | 4.2 | 156 | 46 | £68170 |
| 1.8T (300) auto A110 R Turini | 41.5 | 4.0 | 156 | 46 | £92710 |

## ARIEL

**Dealers:** N/A **Warranty:** 1 yr/unlimited mls

**Atom** - 3410x1798mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 (245) Atom 3.5 | N/A | 2.7 | N/A | N/A | £32394 |

**Nomad** - 3215x1850mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.4 (235) Nomad | N/A | 3.4 | N/A | N/A | £33500 |

## ASTON MARTIN

**Dealers:** 20 **Warranty:** 3 yrs/unlimited mls

**DBX** - 5039x1998mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (707) auto DBX707 | 19.9 | 3.3 | 323 | 50 | £210000 |

**Vantage** - 4465x1949mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (665) auto Vantage | 23.3 | 3.5 | 274 | 50 | £165000 |
| 4.0 V8TT (535) auto Vantage F1 Ed | 24.3 | 3.6 | 264 | 50 | £156000 |
| 4.0 V8TT (510) auto Roadster | 24.3 | 3.8 | 263 | 50 | £138000 |
| 4.0 V8TT (535) at Roadster F1 Ed | 24.3 | 3.7 | 264 | 50 | £163000 |

**DB12** - 4725x2060mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (680) auto DB12 | 23.2 | 3.6 | 276 | 50 | £191000 |
| 4.0 V8TT (680) auto DB12 Volante | 23.2 | 4.1 | 276 | 50 | £204500 |

**Vanquish** - 4850x1980mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 5.2 V12TT (835) auto Vanquish | 20.7 | 3.3 | 312 | 50 | £334000 |
| 5.2 V12TT (835) at Vanquish Volante | N/A | 3.4 | N/A | 50 | £361000 |

## AUDI

**Dealers:** 118 **Warranty:** 3 yrs/60000 mls

**A1 Sportback** - 4029x1740mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 (95) 25 TFSI Sport | 52.3 | 11.0 | 124 | 19 | £24030 |
| 1.0 (95) 25 TFSI S line | 51.4 | 11.0 | 126 | 19 | £25980 |
| 1.0 (95) 25 TFSI auto Sport | 50.4 | 11.5 | 127 | 19 | £25070 |
| 1.0 (95) 25 TFSI auto S line | 49.6 | 11.5 | 129 | 19 | £27020 |
| 1.0 (110) 30 TFSI Sport | 51.4 | 9.7 | 124 | 19 | £24765 |
| 1.0 (110) 30 TFSI S line | 50.4 | 9.7 | 127 | 19 | £26715 |
| 1.0 (110) 30 TFSI auto Sport | 50.4 | 9.8 | 127 | 19 | £25805 |
| 1.0 (110) 30 TFSI auto S line | 49.6 | 9.8 | 129 | 19 | £27755 |
| 1.5 (150) 35 TFSI auto S line | 49.6 | 8.1 | 128 | 25 | £28780 |

**Black Edition:** add £2275 to S line

**A3 Sportback** - 4343x1984mm
**Euro NCAP:** ★★★★★ **Driver Power:** 36th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TFSI (116) Sport | 50.4 | 9.7 | 127 | 17 | £29725 |
| 1.5 TFSI (116) S line | 48.7 | 9.7 | 133 | 18 | £32105 |
| 1.5 TFSI (116) auto Sport | 53.3 | 9.9 | 121 | 16 | £31275 |
| 1.5 TFSI (116) auto S line | 50.4 | 9.9 | 127 | 18 | £33555 |
| 1.5 TFSI (150) Sport | 50.4 | 8.4 | 128 | 22 | £30780 |
| 1.5 TFSI (150) S line | 47.9 | 8.4 | 134 | 22 | £33160 |
| 1.5 TFSI (150) auto Sport | 53.3 | 8.1 | 121 | 23 | £32285 |
| 1.5 TFSI (150) auto S line | 50.4 | 8.1 | 127 | 23 | £34565 |
| 1.5 TFSI e (204) auto Sport | 941.6 | 7.4 | 7 | 25 | £39290 |
| 1.5 TFSI e (204) auto S line | 706.2 | 7.4 | 9 | 26 | £41570 |
| 2.0 TFSI (333) quat at S3 Black Ed | 33.6 | 4.7 | 191 | 33 | £48390 |
| 2.5 TFSI (400) quattro auto RS 3 | 30.4 | 3.8 | 211 | 36 | £61525 |
| 2.0 TDI (150) auto Sport | 57.6 | 8.1 | 128 | 23 | £34185 |
| 2.0 TDI (150) auto S line | 55.4 | 8.1 | 134 | 24 | £36565 |

**Black Edition:** add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

**A3 Saloon** - 4495x1984mm
**Euro NCAP:** ★★★★★ **Driver Power:** 36th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TFSI (116) Sport | 52.3 | 9.7 | 124 | 18 | £30300 |
| 1.5 TFSI (116) S line | 49.6 | 9.7 | 129 | 18 | £32580 |
| 1.5 TFSI (116) auto Sport | 54.3 | 9.9 | 119 | 17 | £31850 |
| 1.5 TFSI (116) auto S line | 52.3 | 9.9 | 123 | 18 | £34130 |
| 1.5 TFSI (150) Sport | 51.4 | 8.4 | 125 | 22 | £31300 |
| 1.5 TFSI (150) S line | 49.6 | 8.4 | 130 | 22 | £33580 |
| 1.5 TFSI (150) auto Sport | 54.3 | 8.1 | 119 | 23 | £32850 |
| 1.5 TFSI (150) auto S line | 52.3 | 8.1 | 123 | 23 | £35130 |
| 2.0 TFSI (333) quat at S3 Black Ed | 35.3 | 4.7 | 183 | 33 | £48400 |
| 2.5 TFSI (400) quattro auto RS 3 | 31.0 | 3.8 | 207 | 36 | £62525 |
| 2.0 TDI (150) auto Sport | 58.9 | 8.1 | 125 | 24 | £34750 |
| 2.0 TDI (150) auto S line | 56.5 | 8.1 | 131 | 24 | £37030 |

**Black Edition:** add £1700 to S line
**Carbon Black:** add £4650 to RS 3
**Vorsprung:** add £5475 to S3 add £7250 to RS 3

**A5** - 4829x1860mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (150) auto Sport | 42.2 | 9.8 | 155 | 23 | £42660 |
| 2.0 TFSI (150) auto S line | 41.5 | 9.8 | 154 | 24 | £44810 |
| 2.0 TFSI (204) auto Sport | 42.2 | 7.8 | 155 | 30 | £45000 |
| 2.0 TFSI (204) auto S line | 41.5 | 7.8 | 155 | 31 | £47150 |
| 2.0 TFSI e (299) quat auto Technik | 141.9 | 5.9 | 45 | 39 | £48950 |
| 2.0 TFSI e (299) quattro auto Sport | 138.8 | 5.9 | 46 | 39 | £50950 |
| 2.0 TFSI e (299) quattro auto S line | 139.3 | 5.9 | 46 | 40 | £53600 |
| 3.0 V6 TFSI (367) quat at S5 Edition 1 | 37.2 | 4.5 | 173 | 42 | £69825 |
| 2.0 TDI (204) auto Sport | 58.9 | 7.7 | 127 | 32 | £47200 |
| 2.0 TDI (204) auto S line | 58.9 | 7.7 | 127 | 32 | £49350 |
| 2.0 TDI (204) quattro auto Sport | 56.5 | 6.9 | 133 | 34 | £48775 |
| 2.0 TDI (204) quattro auto S line | 55.4 | 6.9 | 133 | 34 | £50925 |

**Edition 1:** add £5000 to S line

**A5 Avant** - 4829x1860mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (150) auto Sport | 41.5 | 9.8 | 155 | 24 | £44560 |
| 2.0 TFSI (150) auto S line | 40.9 | 9.8 | 157 | 24 | £46710 |
| 2.0 TFSI (204) auto Sport | 41.5 | 7.8 | 157 | 30 | £46900 |
| 2.0 TFSI (204) auto S line | 40.9 | 7.8 | 159 | 31 | £49050 |
| 2.0 TFSI e (299) quat auto Technik | 136.3 | 5.9 | 47 | 39 | £50850 |
| 2.0 TFSI e (299) quattro auto Sport | 134.4 | 5.9 | 48 | 39 | £52850 |
| 2.0 TFSI e (299) quattro auto S line | 132.0 | 5.9 | 49 | 40 | £55500 |
| 3.0 V6 TFSI (367) quat at S5 Edition 1 | 36.2 | 4.5 | 177 | 43 | £71725 |
| 2.0 TDI (204) auto Sport | 57.6 | 7.7 | 129 | 32 | £49100 |
| 2.0 TDI (204) auto S line | 57.6 | 7.7 | 130 | 32 | £51350 |
| 2.0 TDI (204) quattro auto Sport | 55.4 | 6.9 | 134 | 34 | £50675 |
| 2.0 TDI (204) quattro auto S line | 55.4 | 6.9 | 135 | 34 | £52825 |

**Edition 1:** add £5000 to S line

**A6** - 4999x2099mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (204) auto Sport | 40.4 | 8.2 | 159 | 31 | £50560 |
| 2.0 TFSI (204) auto S line | 40.0 | 8.2 | 160 | 32 | £53360 |
| 2.0 TFSI e (299) quattro auto Sport | 128.6 | 6.0 | 50 | 40 | £60960 |
| 2.0 TFSI e (299) quattro auto S line | 129.7 | 6.0 | 49 | 41 | £63260 |
| 2.0 TDI (204) auto Sport | 55.5 | 6.9 | 133 | 36 | £54830 |
| 2.0 TDI (204) auto S line | 54.8 | 6.9 | 135 | 37 | £57630 |

**Edition 1:** add £4900 to S line

**A6 Avant** - 4999x2099mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (204) auto Sport | 39.5 | 8.3 | 162 | 31 | £52510 |
| 2.0 TFSI (204) auto S line | 39.1 | 8.3 | 164 | 32 | £55310 |
| 2.0 TFSI e (299) quattro auto Sport | 123.0 | 6.0 | 52 | 40 | £62930 |
| 2.0 TFSI e (299) quattro auto S line | 123.4 | 6.0 | 52 | 41 | £65230 |
| 2.0 TDI (204) auto Sport | 54.2 | 7.0 | 137 | 36 | £56780 |
| 2.0 TDI (204) auto S line | 53.4 | 7.0 | 139 | 37 | £59580 |

**Edition 1:** add £4900 to S line

**RS 6 Avant** - 4995x2110mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 TFSI (600) quattro auto perf | 22.4 | 3.6 | 286 | 50 | £120165 |

**Carbon Black:** add £8950 **Carbon Vorsprung:** add £17400

**A6 Sportback e-tron** - 4928x1923mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83kWh (326) auto Sport | 384 | 6.0 | 0 | 43 | £62540 |
| 83kWh (326) auto S line | 383 | 6.0 | 0 | 43 | £66040 |
| 100kWh (380) auto Sport perf | 464 | 5.4 | 0 | 44 | £68810 |
| 100kWh (380) auto S line perf | 463 | 5.4 | 0 | 44 | £72310 |
| 100kWh (462) quattro auto Sport | 440 | 4.5 | 0 | 48 | £73910 |
| 100kWh (462) quattro auto S line | 439 | 4.5 | 0 | 50 | £77410 |
| 100kWh (551) quattro at S6 Edition 1 | 407 | 3.9 | 0 | 50 | £97540 |

**Edition 1:** add £5000 to S line

**A6 Avant e-tron** - 4928x1923mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83kWh (326) auto Sport | 364 | 6.0 | 0 | 43 | £64340 |
| 83kWh (326) auto S line | 362 | 6.0 | 0 | 43 | £67840 |
| 100kWh (380) auto Sport perf | 437 | 5.4 | 0 | 44 | £70610 |
| 100kWh (380) auto S line perf | 436 | 5.4 | 0 | 44 | £74110 |
| 100kWh (462) quattro auto Sport | 418 | 4.5 | 0 | 48 | £75710 |
| 100kWh (462) quattro auto S line | 415 | 4.5 | 0 | 50 | £79210 |
| 100kWh (551) quattro at S6 Edition 1 | 391 | 3.9 | 0 | 50 | £99340 |

**Edition 1:** add £5000 to S line

**e-tron GT** - 4990x1960mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 105kWh (584) quattro auto | 386 | 4.2 | 0 | 50 | £88555 |
| 105kWh (680) quattro auto S | 375 | 3.6 | 0 | 50 | £107825 |
| 105kWh (857) quattro auto RS | 368 | 3.1 | 0 | 50 | £126425 |
| 105kWh (857) quat at RS Carbon Bl | 369 | 3.1 | 0 | 50 | £138925 |
| 105kWh (925) quattro at RS perf | 365 | 2.9 | 0 | 50 | £142925 |
| 105kWh (925) quat at RS perf Carbon | 365 | 2.9 | 0 | 50 | £155425 |

**Vorsprung:** add £22900 to S, add £11000 to RS Carbon Black

**A8** - 5172-5302x1945mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 (462) 60 TFSI e qt at Sport | 148.7 | 4.9 | 42 | 50 | £94480 |
| 3.0 V6 (462) 60 TFSI e qt at Sport L | 148.7 | 4.9 | 43 | 50 | £98480 |
| 4.0 V8 TFSI (571) quat at S8 Black | 24.6 | 3.8 | 260 | 50 | £118285 |
| 3.0 (286) 50 TDI quat auto Sport | 40.4 | 5.9 | 185 | 29 | £85710 |
| 3.0 (286) 50 TDI quat auto Sport L | 39.8 | 5.9 | 185 | 29 | £89710 |

**S line:** add £4250 to Sport
**Black Edition:** add £2300 to S line
**Vorsprung:** add £10750 to S8

**Q2** - 4191x1794mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 (116) 30 TFSI Sport | 49.6 | 10.5 | 131 | 14 | £29765 |
| 1.0 (116) 30 TFSI S line | 47.9 | 10.5 | 134 | 14 | £32215 |
| 1.5 (150) 35 TFSI Sport | 47.9 | 8.6 | 133 | 20 | £31575 |
| 1.5 (150) 35 TFSI S line | 47.9 | 8.6 | 133 | 20 | £34025 |
| 1.5 (150) 35 TFSI auto Sport | 46.3 | 8.6 | 138 | 20 | £33125 |
| 1.5 (150) 35 TFSI auto S line | 46.3 | 8.6 | 138 | 20 | £35575 |
| 2.0 TFSI (300) quat at SQ2 Black Ed | 34.4 | 4.9 | 186 | 37 | £46820 |

**Black Edition:** add £1700 to S line
**Vorsprung:** add £3850 to SQ2

**Q3** - 4531x2087mm (inc mirrors)
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TFSI (150) auto Sport | 46.5 | 9.1 | 138 | N/A | £38300 |
| 1.5 TFSI (150) auto S line | 45.4 | 9.1 | 142 | N/A | £41100 |
| 1.5 e-Hybrid (272) auto Sport | 161.9 | 6.8 | 40 | N/A | £45800 |
| 1.5 e-Hybrid (272) auto S line | 152.6 | 6.8 | 42 | N/A | £48600 |
| 2.0 TFSI (204) quattro auto Sport | 36.1 | 7.1 | 178 | N/A | £42000 |
| 2.0 TFSI (204) quattro auto S line | 35.4 | 7.1 | 181 | N/A | £44800 |
| 2.0 TFSI (265) quattro auto S line | 33.1 | 5.7 | 194 | N/A | £48900 |
| 2.0 TDI (150) auto Sport | 52.7 | 9.2 | 140 | N/A | £40000 |
| 2.0 TDI (150) auto S line | 51.6 | 9.2 | 143 | N/A | £42800 |

**Edition 1:** add £3550 to S line

**Q3 Sportback** - 4484x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 (150) 35 TFSI Sport | 42.8 | 9.5 | 149 | 24 | £36565 |
| 1.5 (150) 35 TFSI S line | 42.8 | 9.5 | 149 | 24 | £39735 |
| 1.5 (150) 35 TFSI auto Sport | 42.8 | 9.5 | 149 | 24 | £38145 |
| 1.5 (150) 35 TFSI auto S line | 42.8 | 9.5 | 149 | 24 | £41315 |
| 2.0 (190) 40 TFSI quattro at S line | 36.7 | 7.3 | 175 | 31 | £44655 |
| 2.0 (245) 45 TFSI quattro at S line | 32.8 | 5.8 | 195 | 35 | £47665 |
| 2.0 (150) 35 TDI auto Sport | 51.4 | 9.3 | 143 | 25 | £39745 |
| 2.0 (150) 35 TDI auto S line | 51.4 | 9.3 | 143 | 25 | £41145 |
| 2.0 (200) 40 TDI quattro at S line | 44.8 | 7.3 | 164 | 25 | £45755 |

**Black Edition:** add £2050 to S line

**Q4 e-tron** - 4588x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 63kWh (204) 40 e-tron auto Sport | 251 | 8.1 | 0 | 32 | £46610 |
| 82kWh (286) 45 e-tron auto Sport | 338 | 6.6 | 0 | 36 | £51310 |
| 82kWh (286) 45 e-tron qt at Sport | 320 | 6.6 | 0 | 37 | £52740 |
| 82kWh (340) 55 e-tron qt at Sport | 320 | 5.4 | 0 | 39 | £57690 |

**S line:** add £2550
**Black Edition:** add £4800

**Q4 Sportback e-tron** - 4588x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 63kWh (204) 40 e-tron auto Sport | 256 | 8.1 | 0 | 32 | £48110 |
| 82kWh (286) 45 e-tron auto Sport | 347 | 6.6 | 0 | 36 | £52810 |
| 82kWh (286) 45 e-tron qt at Sport | 328 | 6.6 | 0 | 37 | £54240 |
| 82kWh (340) 55 e-tron qt at Sport | 328 | 5.4 | 0 | 39 | £59190 |

**S line:** add £2550
**Black Edition:** add £4800

**Q5** - 4717x2155mm (inc mirrors)
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (204) quattro auto Sport | 40.4 | 7.2 | 159 | 37 | £50660 |
| 2.0 TFSI (204) quattro auto S line | 39.4 | 7.2 | 163 | 38 | £53260 |
| 2.0 e-Hybrid (299) quattro at Sport | 111.3 | 6.2 | 58 | 43 | £56740 |
| 2.0 e-Hybrid (299) quattro at S line | 99.6 | 6.2 | 64 | 43 | £59340 |
| 3.0 V6 TFSI (367) quattro auto SQ5 | 34.1 | 4.5 | 188 | 45 | £75525 |
| 2.0 TDI (204) quattro auto Sport | 47.0 | 7.4 | 158 | 38 | £52310 |
| 2.0 TDI (204) quattro auto S line | 45.9 | 7.4 | 162 | 39 | £54910 |

**Edition 1:** add £4200 to S line

**Q5 Sportback** - 4717x2155mm (inc mirrors)
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (204) quattro auto Sport | 40.3 | 7.2 | 159 | 37 | £53160 |

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TFSI (204) quattro auto S line | 39.5 | 7.2 | 162 | 38 | £55760 |
| 2.0 e-Hybrid (299) quattro at Sport | 110.9 | 6.2 | 58 | 43 | £59240 |
| 2.0 e-Hybrid (299) quattro at S line | 100.3 | 6.2 | 64 | 43 | £61840 |
| 3.0 V6 TFSI (367) quattro auto SQ5 | 34.2 | 4.5 | 187 | 45 | £78775 |
| 2.0 TDI (204) quattro auto Sport | 47.2 | 7.4 | 157 | 38 | £54810 |
| 2.0 TDI (204) quattro auto S line | 46.3 | 7.4 | 160 | 39 | £57410 |

**Edition 1:** add £4200 to S line

**Q6 e-tron** - 4771x1939mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83kWh (252) auto Sport | 326 | 7.0 | 0 | 44 | £60515 |
| 83kWh (252) auto S line | 300 | 7.0 | 0 | 45 | £63515 |
| 100kWh (306) auto Sport perf | 393 | 6.7 | 0 | 45 | £64015 |
| 100kWh (306) auto S line perf | 361 | 6.7 | 0 | 47 | £67015 |
| 100kWh (388) quattro auto Sport | 382 | 5.9 | 0 | 46 | £69515 |
| 100kWh (388) quattro auto S line | 349 | 5.9 | 0 | 47 | £72515 |
| 100kWh (490) qt at SQ6 Edition 1 | 360 | 4.3 | 0 | 50 | £92990 |

**Edition 1:** add £5000 to S line

**Q6 Sportback e-tron** - 4771x1939mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83kWh (252) auto Sport | 334 | 7.0 | 0 | 44 | £63015 |
| 83kWh (252) auto S line | 300 | 7.0 | 0 | 45 | £66015 |
| 100kWh (306) auto Sport perf | 406 | 6.7 | 0 | 45 | £66515 |
| 100kWh (306) auto S line perf | 361 | 6.7 | 0 | 47 | £69515 |
| 100kWh (388) quattro auto Sport | 382 | 5.9 | 0 | 46 | £72015 |
| 100kWh (388) quattro auto S line | 349 | 5.9 | 0 | 47 | £75015 |
| 100kWh (490) qt at SQ6 Edition 1 | 369 | 4.3 | 0 | 50 | £95490 |

**Edition 1:** add £5000 to S line

**Q7** - 5052x1968mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 TFSI (340) quattro at S line | 27.6 | 5.6 | 233 | 41 | £73850 |
| 3.0 V6 TFSI e (394) quattro at S line | 219.7 | 5.7 | 29 | 41 | £77135 |
| 4.0 V8 TFSI (507) qt at SQ7 Black | 23.5 | 4.1 | 274 | 50 | £97745 |
| 3.0 V6 TDI (231) quattro at S line | 35.7 | 7.1 | 207 | 41 | £70730 |
| 3.0 V6 TDI (286) quattro at S line | 35.6 | 6.1 | 208 | 43 | £73770 |

**Black Edition:** add £4550 to S line
**Vorsprung:** add £23200 to S line, add £18950 to SQ7

**Q8** - 4986x1995mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 TFSI (340) quattro at S line | 27.4 | 5.6 | 234 | 45 | £81130 |
| 3.0 V6 TFSI e (394) quattro at S line | 226.1 | 5.7 | 28 | 41 | £84600 |
| 4.0 V8 TFSI (507) qt at SQ8 Black | 23.0 | 4.1 | 279 | 50 | £102740 |
| 4.0 V8 TFSI (600) quattro at RS Q8 | 21.5 | 3.8 | 299 | 50 | £125090 |
| 4.0 V8 TFSI (640) quat at RS Q8 perf | 21.4 | 3.6 | 300 | 50 | £140090 |
| 3.0 V6 TDI (286) quattro at S line | 34.9 | 6.1 | 212 | 47 | £79805 |

**Black Edition:** add £4550 to S line
**Vorsprung:** add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

## BAC

**Dealers:** 1 **Warranty:** 1yr

**Mono** - 4952x1836mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 (305) Mono | N/A | 2.7 | N/A | N/A | £215000 |
| 2.5 (350) Mono R | N/A | 2.5 | N/A | N/A | £235000 |

## BENTLEY

**Dealers:** 23 **Warranty:** 3 yrs/unlimited mls

**Flying Spur** - 5316x1988mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 Hybrid (544) auto | 85.6 | 4.3 | 75 | 50 | £180400 |
| 3.0 V6 Hybrid (544) auto S | 85.6 | 4.3 | 75 | 50 | £201000 |
| 4.0 V8TT (550) auto | 22.2 | 4.1 | 288 | 50 | £175100 |
| 4.0 V8TT (550) auto S | 22.2 | 4.1 | 288 | 50 | £202400 |
| 4.0 V8 Hybrid (782) auto Speed | 941.6 | 3.5 | 33 | 50 | £239000 |

**Bentayga** - 5125x2010mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 Hybrid (462) auto | 83.1 | 5.3 | 68 | 50 | £172600 |
| 3.0 V6 Hybrid (462) auto S | 83.1 | 5.3 | 68 | 50 | £195000 |
| 4.0 V8TT (550) auto | 23.5 | 4.5 | 294 | 50 | £172600 |
| 4.0 V8TT (550) auto S | 21.7 | 4.5 | 294 | 50 | £201500 |

**Continental** - 4895x1966mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8 Hybrid (680) auto GT | N/A | 3.7 | N/A | 50 | £202400 |
| 4.0 V8 Hybrid (782) at GT Conv | N/A | 3.9 | N/A | 50 | £222600 |
| 4.0 V8 Hybrid (782) auto GT Speed | 217.3 | 3.2 | 29 | 50 | £251000 |
| 4.0 V8 Hybrid (782) at GT Spd Conv | 201.8 | 3.4 | 31 | 50 | £272100 |

## BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

**1 Series** - 4361x1800mm
**Euro NCAP:** N/A **Driver Power:** 17th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (170) auto 120 Sport | 52.3 | 7.8 | 121 | 21 | £32290 |
| 1.5T (170) auto 120 M Sport | 52.3 | 7.8 | 121 | 21 | £34290 |
| 1.5T (218) auto 123 xDrive M Sport | 47.9 | 6.3 | 135 | 26 | £37470 |
| 2.0T (300) auto xDrive M135 | 37.2 | 4.9 | 173 | 29 | £44925 |

**2 Series Gran Coupe** - 4526x1800mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (170) auto 220 M Sport | 53.3 | 7.9 | 120 | 27 | £36160 |
| 1.5T (218) auto 223 xDrive M Sport | 47.9 | 6.4 | 133 | 26 | £39340 |
| 2.0T (300) auto xDrive M235 | 37.7 | 4.9 | 170 | 36 | £45945 |

**3 Series** - 4713x1827mm
**Euro NCAP:** ★★★★★ **Driver Power:** 24th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) auto 320i Sport | 43.5 | 7.4 | 147 | 29 | £41310 |
| 2.0T (184) auto 320i M Sport | 42.8 | 7.4 | 148 | 29 | £42560 |
| 3.0T (374) auto M340i xDrive | 36.2 | 4.4 | 177 | 38 | £62080 |
| 3.0TT (530) at M3 Comp xDrive | 28.0 | 3.5 | 227 | 41 | £89635 |
| 2.0T PHEV (292) auto 330e Sport | 353.1 | 5.9 | 19 | 34 | £47185 |
| 2.0T PHEV (292) at 330e M Sport | 353.1 | 5.9 | 19 | 34 | £48435 |

**3 Series Touring** - 4713x1827mm
**Euro NCAP:** ★★★★★ **Driver Power:** 24th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) auto 320i Sport | 41.5 | 7.6 | 153 | 29 | £43930 |
| 2.0T (184) auto 320i M Sport | 41.5 | 7.6 | 153 | 29 | £45180 |
| 3.0T (374) auto M340i xDrive | 34.9 | 4.6 | 182 | 38 | £63880 |
| 3.0TT (530) at M3 Comp xDrive | 27.4 | 3.6 | 233 | 41 | £91865 |
| 3.0TT (551) auto M3 CS | 26.9 | 3.5 | 238 | 47 | £126275 |
| 2.0T PHEV (292) auto 330e Sport | 313.9 | 6.0 | 20 | 34 | £48985 |
| 2.0T PHEV (292) at 330e M Sport | 313.9 | 6.0 | 20 | 34 | £50235 |

**4 Series Gran Coupe** - 4783x1852mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) at 420i M Sport | 42.2 | 7.9 | 152 | 29 | £46915 |
| 3.0T (374) auto M440i xDrive | 34.4 | 4.7 | 186 | 38 | £63780 |

**i4** - 4783x1852mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 70.2kWh (286) at eDrive35 Sport | 319 | 6.0 | 0 | 38 | £51370 |
| 70.2kWh (286) at eDriv35 M Sport | 310 | 6.0 | 0 | 38 | £52870 |
| 80.7kWh (340) at eDrive40 Sport | 380 | 5.6 | 0 | 35 | £59465 |
| 80.7kWh (340) at eDriv40 M Sport | 370 | 5.6 | 0 | 36 | £60965 |
| 80.7kWh (601) auto M60 xDrive | 338 | 3.7 | 0 | 43 | £71000 |

**5 Series** - 5060x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** 26th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (208) auto 520i M Sport | 48.7 | 7.5 | 131 | 35 | £52285 |
| 2.0T (299) auto 530e M Sport | 470.8 | 6.3 | 14 | 39 | £59655 |
| 3.0T (489) at 550e xDrive M Sport | 353.1 | 4.3 | 20 | 44 | £76805 |
| 4.4 V8TT (727) auto M5 xDrive | 201.8 | 3.5 | 32 | 47 | £111605 |

**M Sport Pro:** add £3000 to M Sport

**5 Series Touring** - 5060x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** 26th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (208) auto 520i M Sport | 46.3 | 7.8 | 139 | 35 | £54535 |
| 2.0T (299) auto 530e M Sport | 403.5 | 6.4 | 16 | 39 | £61905 |
| 3.0T (489) at 550e xDrive M Sport | 313.9 | 4.4 | 19 | 44 | £79055 |
| 4.4 V8TT (727) auto M5 xDrive | 166.2 | 3.5 | 39 | 47 | £113605 |

**M Sport Pro:** add £3000 to M Sport

**i5** - 5060x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83.9kWh (340) at eDriv40 Spt Ed | 356 | 6.0 | 0 | 43 | £67795 |
| 83.9kWh (340) at eDriv40 M Sport | 357 | 6.0 | 0 | 43 | £74205 |
| 83.9kWh (601) auto M60 xDrive | 315 | 3.8 | 0 | 49 | £97845 |

**M Sport Pro:** add £4000 to M Sport

**i5 Touring** - 5060x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83.9kWh (340) at eDriv40 Spt Ed | 342 | 6.1 | 0 | 43 | £70045 |
| 83.9kWh (340) at eDriv40 M Sport | 344 | 6.1 | 0 | 43 | £76455 |
| 83.9kWh (601) auto M60 xDrive | 310 | 3.9 | 0 | 50 | £100095 |

**M Sport Pro:** add £4000 to M Sport

**7 Series** - 5391x1950mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T PHEV (489) at 750e xD Excell | 282.5 | 4.8 | 22 | 50 | £105710 |
| 3.0T PHEV (489) at 750e xD M Spt | 282.5 | 4.8 | 22 | 50 | £110210 |
| 3.0T PHEV (571) at M760e xDrive | 256.8 | 4.3 | 158 | 50 | £121285 |

**i7** - 5391x1950mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 106kWh (455) at eDriv50 Ex'lence | 379 | 5.5 | 0 | 50 | £101865 |
| 106kWh (455) at eDriv50 M Sport | 379 | 5.5 | 0 | 50 | £106365 |
| 106kWh (544) at xDriv60 Ex'lence | 387 | 4.7 | 0 | 50 | £115835 |
| 106kWh (544) at xDriv60 M Sport | 384 | 4.7 | 0 | 50 | £120335 |
| 106kWh (660) auto M70 xDrive | 348 | 3.7 | 0 | 50 | £164420 |

**Pro:** add £20445 to Excellence, add £23195 to M Sport

**8 Series Gran Coupe** - 4843x1902mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (333) auto 840i M Sport | 33.2 | 5.4 | 194 | 44 | £84620 |
| 4.4 V8TT (530) auto M850i xDrive | 26.4 | 3.9 | 243 | 49 | £117095 |
| 4.4 V8TT (625) at M8 Competition | 24.8 | 3.2 | 261 | 50 | £144930 |

**2 Series Active Tourer** - 4386x1824mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (170) auto 220i Sport | 47.9 | 8.1 | 135 | 24 | £35360 |
| 2.0T (218) auto 223i Sport | 46.3 | 7.0 | 138 | 29 | £38295 |
| 2.0T PHEV (245) at 225e xDrv Spt | 313.9 | 6.7 | 21 | 27 | £40270 |
| 2.0T PHEV (326) at 230e xDr M Sp | 313.9 | 5.5 | 21 | 33 | £46880 |

**Luxury:** add £865 to Sport
**M Sport:** add £3730 to Sport

**X1** - 4500x1845mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (170) auto sDrive20i Sport | 47.9 | 8.3 | 134 | 25 | £35410 |
| 1.5T (170) auto sDrive20i xLine | 47.1 | 8.3 | 135 | 25 | £37440 |
| 2.0T (218) auto xDrive23i xLine | 42.8 | 7.1 | 148 | 31 | £40585 |
| 2.0T (300) auto xDrive M35i | 36.2 | 5.4 | 175 | 35 | £49385 |
| 1.5T PHEV (245) at xDriv25e Sport | 403.5 | 7.1 | 15 | 29 | £42670 |
| 1.5T PHEV (245) at xDriv25e xLine | 403.5 | 7.1 | 16 | 30 | £44670 |
| 1.5T PHEV (326) at xDriv30e xLine | 353.1 | 5.6 | 17 | 33 | £46940 |
| 2.0 (150) auto sDrive18d Sport | 57.6 | 8.9 | 129 | 24 | £36620 |
| 2.0 (150) auto sDrive18d xLine | 56.5 | 8.9 | 131 | 24 | £38650 |
| 2.0 (211) auto xDrive23d xLine | 57.6 | 7.4 | 128 | 30 | £42190 |
| 65kWh (204) at iX1 eDr20 Sport | 293 | 8.6 | 0 | 29 | £46205 |
| 65kWh (204) at iX1 eDr20 xLine | 288 | 8.6 | 0 | 29 | £48205 |
| 65kWh (306) at iX1 xDr30 xLine | 270 | 5.6 | 0 | 37 | £54125 |

**M Sport:** add £2750 to xLine

**X2** - 4554x1845mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (170) auto xDrive20i M Sport | 48.7 | 8.3 | 131 | 25 | £41680 |
| 2.0T (300) auto M35i | 36.7 | 5.4 | 174 | 34 | £50785 |
| 65kWh (204) at iX2 eDr20 M Sport | 283 | 8.6 | 0 | 31 | £51615 |
| 65kWh (306) at iX2 xDr30 M Sport | 267 | 5.6 | 0 | 38 | £57445 |

**X3** - 4755x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** 39th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (208) auto 20 xDrive xLine | 40.9 | 7.8 | 156 | 32 | £48375 |
| 2.0T PHEV (299) at 30e xDrive xLine | 282.5 | 6.2 | 22 | 38 | £57245 |
| 3.0T (398) auto M50 xDrive | 36.7 | 4.6 | 175 | 42 | £66980 |
| 2.0 (190) auto 20d xDrive xLine | 48.7 | 7.7 | 153 | 33 | £49785 |

**M Sport:** add £1800 to xLine

**iX3** - 4782x1895mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 113kWh (469) auto xDrive50 | 493 | 4.9 | 0 | N/A | £58755 |
| 113kWh (469) at xDrive50 M Sport | 492 | 4.9 | 0 | N/A | £61255 |

**M Sport Pro:** add £1500 to M Sport

**X4** - 4752x1918mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (360) auto xDrive M40i | 31.4 | 4.9 | 205 | 43 | £68330 |
| 3.0TT (510) at X4 M Competition | 25.0 | 3.8 | 258 | 46 | £95565 |
| 2.0 (190) auto xDrive20d M Sport | 47.9 | 7.9 | 153 | 32 | £54035 |
| 3.0 (286) auto xDrive30d M Sport | 46.3 | 5.7 | 159 | 41 | £60415 |
| 3.0 (340) auto M40d | 41.5 | 4.9 | 179 | 45 | £67820 |

**X5** - 4922x2004mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T PHEV (489) at xDriv50e M Spt | 235.4 | 4.8 | 27 | 48 | £82055 |
| 4.4 V8TT (530) auto M60i xDrive | 24.4 | 4.3 | 262 | 50 | £94390 |
| 4.4 V8TT (625) at X5 M Comp | 21.1 | 3.8 | 304 | 50 | £128845 |
| 3.0 (298) auto xDrive30d xLine | 39.8 | 6.1 | 186 | 45 | £70685 |
| 3.0 (352) auto xDrive40d M Sport | 37.7 | 5.5 | 196 | 48 | £78890 |

**M Sport:** add £4055 to xLine

**X6** - 4935x2004mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (381) auto xDrive40i M Sport | 32.8 | 5.4 | 195 | 50 | £78750 |
| 4.4 V8TT (530) auto M60i xDrive | 25.2 | 4.3 | 257 | 50 | £93170 |
| 4.4 V8TT (625) at X6 M Comp | 21.4 | 3.8 | 300 | 50 | £131545 |
| 3.0 (286) auto xDrive30d M Sport | 39.8 | 6.1 | 187 | 50 | £76925 |
| 3.0 (352) auto xDrive40d M Sport | 38.7 | 5.5 | 191 | 50 | £81640 |

**iX** - 4953x1967mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 100.6kWh (408) at xDrive45 Sport | 374 | 5.1 | 0 | 47 | £75315 |
| 100.6kWh (408) at xDrive45 M Sport | 367 | 5.1 | 0 | 47 | £78315 |
| 111.5kWh (544) at xDrive60 M Sport | 426 | 4.6 | 0 | 50 | £93115 |
| 111.5kWh (659) auto xDrive M70 | 365 | 3.8 | 0 | 50 | £114215 |

**X7** - 5151x2000mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 (381) at xDrive40i Excellence | 29.4 | 5.8 | 217 | 50 | £92160 |
| 4.4 V8TT (530) auto M60i xDrive | 23.2 | 4.7 | 276 | 50 | £116910 |
| 3.0 (352) at xDrive40d Excellence | 36.2 | 5.9 | 205 | 50 | £93245 |

**M Sport:** add £3000 to Excellence

**XM** - 5110x2005mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T PHEV (476) auto XM 50e | 201.8 | 4.3 | 33 | 50 | £110840 |
| 4.4 V8TT PHEV (653) auto XM | 176.6 | 4.3 | 39 | 50 | £150380 |
| 4.4 V8TT PHEV (748) auto Label | 166.2 | 3.8 | 44 | 50 | £174440 |

**2 Series Coupe** - 4537x1838mm
**Euro NCAP:** ★★★★★ **Driver Power:** 10th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) auto 220i M Sport | 44.1 | 7.5 | 146 | 28 | £39070 |
| 2.0T (245) auto 230i M Sport | 42.8 | 5.9 | 151 | 33 | £43405 |
| 3.0TT (374) auto M240i xDrive | 34.9 | 4.3 | 185 | 37 | £50060 |
| 3.0TT (480) M2 | 28.2 | 4.2 | 227 | 42 | £68795 |
| 3.0TT (480) auto M2 | 29.1 | 4.0 | 219 | 42 | £68795 |
| 3.0TT (530) auto M2 CS | 28.2 | 3.8 | 226 | 45 | £92475 |

**4 Series Coupe** - 4640x1825mm
**Euro NCAP:** N/A **Driver Power:** 7th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) auto 420i M Sport | 44.8 | 7.5 | 144 | 30 | £45195 |
| 3.0TT (374) auto M440i xDrive | 36.2 | 4.5 | 177 | 40 | £62880 |
| 3.0TT (530) auto M4 Comp xDrive | 28.0 | 3.5 | 228 | 44 | £91650 |
| 3.0TT (551) auto M4 CS xDrive | 27.7 | 3.4 | 232 | 47 | £122685 |

**4 Series Convertible** - 4640x1825mm
**Euro NCAP:** N/A **Driver Power:** 7th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (184) auto 420i M Sport | 41.5 | 8.2 | 155 | 33 | £52690 |
| 3.0TT (374) auto M440i xDrive | 34.4 | 4.9 | 184 | 43 | £69555 |
| 3.0TT (530) auto M4 Comp xDrive | 27.4 | 3.7 | 232 | 46 | £95655 |

**8 Series Coupe** - 4843x1902mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (333) auto 840i M Sport | 33.6 | 5.2 | 191 | 45 | £87030 |
| 4.4 V8TT (530) auto M850i xDrive | 26.6 | 3.9 | 242 | 50 | £120135 |
| 4.4 V8TT (625) at M8 Competition | 25.0 | 3.2 | 259 | 50 | £145450 |

**8 Series Convertible** - 4843x1902mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (333) auto 840i M Sport | 32.8 | 5.5 | 195 | 48 | £94030 |
| 4.4 V8TT (530) auto M850i xDrive | 26.2 | 4.1 | 247 | 50 | £127315 |
| 4.4 V8TT (625) at M8 Competition | 24.6 | 3.3 | 263 | 50 | £152450 |

**Z4** - 4324x1864mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (197) auto sDrive20i M Sport | 39.8 | 6.6 | 161 | 30 | £46510 |
| 3.0TT (340) M40i | 32.5 | 4.6 | 197 | 38 | £65710 |
| 3.0TT (340) auto M40i | 35.3 | 4.5 | 180 | 38 | £59275 |

## BYD

**Dealers:** 4 **Warranty:** 6 yrs/150000 mls

**Dolphin Surf** - 3990x1720mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 30kWh (88) auto Active | 137 | 11.1 | 0 | 14 | £18650 |
| 43.2kWh (88) auto Boost | 200 | 12.1 | 0 | 14 | £21950 |
| 43.2kWh (156) auto Comfort | 193 | 9.1 | 0 | 19 | £23950 |

**Dolphin** - 4290x1770mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 60.4kWh (204) auto Comfort | 265 | 7.0 | 0 | 30 | £30195 |
| 60.4kWh (204) auto Design | 265 | 7.0 | 0 | 30 | £31695 |

**Atto 2** - 4310x1830mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 51.1kWh (177) auto Boost | 214 | 7.9 | 0 | 30 | £30850 |
| 64.8kWh (203) auto Comfort | 267 | 7.9 | 0 | 32 | £34950 |

**Atto 3** - 4455x1875mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 60.5kWh (204) auto Comfort | 260 | 7.3 | 0 | 40 | £37695 |
| 60.5kWh (204) auto Design | 260 | 7.3 | 0 | 41 | £39695 |

**Seal** - 4800x1875mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 83kWh (312) auto Design | 354 | 5.9 | 0 | 48 | £45695 |
| 83kWh (530) auto Excellence AWD | 323 | 3.8 | 0 | 50 | £48695 |

**Seal U** - 4775x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 DM-i (218) auto Boost | 313.9 | 8.9 | 21 | 32 | £33205 |
| 1.5 DM-i (218) auto Comfort | 706.8 | 8.9 | 9 | 32 | £35205 |
| 1.5 DM-i (324) auto Design AWD | 235.4 | 5.9 | 26 | 40 | £39905 |

**Sealion 7** - 4830x1925mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 82.5kWh (313) auto Comfort | 300 | 6.7 | 0 | N/A | £44990 |
| 82.5kWh (530) auto Design AWD | 283 | 4.5 | 0 | N/A | £49290 |
| 91.3kWh (530) auto Excellence AWD | 312 | 4.5 | 0 | N/A | £57290 |

## CATERHAM

**Dealers:** 5 **Warranty:** N/A

**Seven** - 3100-3350x1470-1685mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 0.7T (84) 170 | N/A | 6.9 | 109 | N/A | £29490 |
| 0.7T (84) Super Seven 600 | N/A | 6.9 | 109 | N/A | £30490 |
| 2.0 (180) 360 | N/A | 4.8 | N/A | N/A | £38490 |
| 2.0 (180) Super Seven 2000 | N/A | 4.8 | N/A | N/A | £40990 |
| 2.0 (210) 420 | N/A | 3.8 | N/A | N/A | £41990 |
| 2.0 (210) 420 Cup | N/A | 3.8 | N/A | N/A | £56490 |
| 2.0 S/C (310) 620 | N/A | 2.8 | N/A | N/A | £58490 |

**Large chassis:** add £2750
**factory build:** add £2595 (included on 420 Cup/620)

## CHERY

**Dealers:** TBC **Warranty:** 7 yrs/100000 mls

**Tiggo 7** - 4553x1862mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T (147) auto Aspire | 40.4 | 9.4 | 159 | 31 | £23660 |
| 1.6T (147) auto Summit | 40.4 | 9.4 | 159 | 31 | £26660 |
| 1.5T PHEV (204) auto Aspire | 343.0 | 8.5 | 23 | 35 | £29830 |
| 1.5T PHEV (204) auto Summit | 343.0 | 8.5 | 23 | 36 | £32830 |

**Tiggo 8** - 4725x1860mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T (147) auto Aspire | 36.2 | 9.8 | 177 | 30 | £25940 |
| 1.6T (147) auto Summit | 36.2 | 9.8 | 177 | 31 | £29180 |
| 1.5T PHEV (204) auto Aspire | 211.0 | 8.5 | 31 | 35 | £32660 |
| 1.5T PHEV (204) auto Summit | 211.0 | 8.5 | 31 | 36 | £36380 |

## CHEVROLET

**Dealers:** 1 **Warranty:** 3 yrs/60000 mls

**Corvette** - 4634x1934mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.2 V8 (482) auto Stingray | 23.3 | 3.5 | 277 | 50 | £93730 |
| 6.2 V8 (482) auto Stingray | 23.3 | 3.5 | 277 | 50 | £96680 |
| 5.5 V8TT (646) auto Z06 | 17.1 | 3.1 | 377 | 50 | £176991 |

**Convertible:** add £5000

## CITROEN

**Dealers:** 196 **Warranty:** 3 yrs/60000 mls

**Ami** - 2410x1390mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 5.5kWh (6kW) auto Ami | 46 | N/A | 0 | N/A | £7695 |
| 5.5kWh (6kW) at My Ami Cargo | 46 | N/A | 0 | N/A | £7954 |
| 5.5kWh (6kW) at My Ami Colour | 46 | N/A | 0 | N/A | £8095 |
| 5.5kWh (6kW) auto My Ami Peps | 46 | N/A | 0 | N/A | £8595 |

**C3/e-C3** - 4015x1813mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Turbo (100) Plus | 52.0 | 10.6 | 127 | 24 | £18805 |
| 1.2 Hybrid (110) auto Plus | 56.5 | 9.8 | 114 | 24 | £20615 |
| 1.2 Hybrid (110) auto Max | 56.5 | 9.8 | 114 | 24 | £22315 |
| 44kWh (113) auto Plus | 201 | 10.4 | 0 | 24 | £22095 |
| 44kWh (113) auto Max | 201 | 10.4 | 0 | 24 | £23795 |

**C4/e-C4** - 4360x1800mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 PureTech (130) auto Plus | 50.7 | 9.4 | 134 | 19 | £24250 |
| 1.2 PureTech (130) auto Max | 50.7 | 9.4 | 135 | 19 | £26140 |
| 1.2 Hybrid (110) auto You! | 62.1 | 10.7 | 107 | 16 | £23095 |
| 1.2 Hybrid (145) auto Plus | 62.1 | 8.0 | 107 | 23 | £25535 |
| 1.2 Hybrid (145) auto Max | 62.1 | 8.0 | 107 | 23 | £27425 |
| 50kWh (136) auto You! | 219 | 10.0 | 0 | 21 | £27650 |
| 50kWh (136) auto Plus | 219 | 10.0 | 0 | 22 | £28650 |
| 54kWh (156) auto Max | 257 | 9.2 | 0 | 23 | £31440 |

**C4 X/e-C4 X** - 4600x1834mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (136) auto Plus | 62.1 | 8.0 | 106 | 24 | £25535 |
| 1.2 Hybrid (136) auto Max | 62.1 | 8.0 | 107 | 24 | £27425 |
| 50kWh (136) auto Plus | 222 | 10.0 | 0 | 23 | £28715 |
| 54kWh (156) auto Max | 263 | 9.3 | 0 | 23 | £31505 |

**E-Series:** add £1160 to e-C4 Max

**Berlingo** - 4403-4753x1848mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 PureTech (110) Plus M | 44.7 | 11.2 | 154 | 12 | £23355 |
| 1.5 BlueHDi (130) auto Plus M | 51.9 | 11.7 | 152 | 15 | £27055 |
| 1.5 BlueHDi (130) auto Max M | 51.9 | 11.7 | 153 | 15 | £29570 |
| 52kWh (136) auto Plus M | 212 | 9.9 | 0 | 20 | £31240 |
| 52kWh (136) auto Max M | 211 | 9.9 | 0 | 21 | £33755 |
| 52kWh (136) auto Plus XL | 206 | 9.9 | 0 | 21 | £32140 |

**SpaceTourer** - 4980-5330x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 BlueHDi (180) at Holidays Max M | 29.8 | 10.6 | 208 | N/A | £55395 |
| 50kWh (136) auto You! M | 136 | 13.1 | 0 | 30 | £38150 |
| 50kWh (136) auto You! XL | 134 | 13.1 | 0 | 31 | £39050 |
| 75kWh (136) auto You! M | 214 | 13.1 | 0 | 31 | £43550 |
| 75kWh (136) auto You! XL | 214 | 13.1 | 0 | 32 | £44450 |

**Max:** add £10840 to 75kWh

**C3/e-C3 Aircross** - 4395x1850mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 PureTech (100) Plus | 50.2 | 10.6 | 136 | 15 | £21105 |
| 1.2 Hybrid (136) auto Plus | 57.4 | 10.1 | 121 | 24 | £24565 |
| 1.2 Hybrid (136) auto Max | 57.4 | 10.1 | 121 | 24 | £26565 |
| 44kWh (113) auto Plus | 188 | 11.7 | 0 | 16 | £23095 |
| 44kWh (113) auto Max | 188 | 11.7 | 0 | 16 | £25095 |
| 54kWh (113) auto Extended Plus | 248 | 13.0 | 0 | 15 | £24995 |
| 54kWh (113) auto Extended Max | 249 | 13.0 | 0 | 15 | £26995 |

**Seven seats:** add £765 to petrols

**C5/e-C5 Aircross** - 4652x1936mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (145) auto You! | 43.6 | 11.2 | 122 | N/A | £30495 |
| 1.2 Hybrid (145) auto Plus | 43.6 | 11.2 | 122 | N/A | £33135 |
| 1.2 Hybrid (145) auto Max | 43.6 | 11.2 | 123 | N/A | £35775 |
| 79.9kWh (210) auto You! | 322 | 8.9 | 0 | N/A | £37630 |
| 79.9kWh (210) auto Plus | 322 | 8.9 | 0 | N/A | £27780 |

# NEW CAR PRICES

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 79.9kWh (210) auto Max | 322 | 8.9 | 0 | N/A | £32420 |

## CUPRA

**Dealers:** 128 **Warranty:** 3 yrs/60000 mls

**Leon** - 4398x1799mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (150) V1 | 48.7 | 8.9 | 132 | 20 | £31090 |
| 1.5 TSI (150) V2 | 47.1 | 8.9 | 137 | 21 | £33405 |
| 1.5 eTSI (150) auto V1 | 51.4 | 8.7 | 124 | 21 | £32965 |
| 1.5 eTSI (150) auto V2 | 49.6 | 8.7 | 129 | 21 | £35265 |
| 1.5 TSI e-Hybrid (204) auto V1 | 706.2 | 7.7 | 9 | 26 | £38940 |
| 1.5 TSI e-Hybrid (204) auto V2 | 706.2 | 7.7 | 9 | 26 | £41240 |
| 1.5 TSI e-Hybrid (272) auto VZ1 | 706.2 | 7.1 | 9 | 28 | £42075 |
| 1.5 TSI e-Hybrid (272) auto VZ2 | 706.2 | 7.1 | 9 | 29 | £44530 |
| 1.5 TSI e-Hybrid (272) at VZ First Ed | 706.2 | 7.1 | 10 | 29 | £45850 |
| 2.0 TSI (300) auto VZ1 | 36.7 | 5.7 | 173 | 30 | £41465 |
| 2.0 TSI (300) auto VZ2 | 37.2 | 5.7 | 174 | 31 | £43920 |

**V3:** add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

**Leon Estate** - 4657x1799mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (150) V1 | 47.9 | 9.2 | 134 | 20 | £33370 |
| 1.5 TSI (150) V2 | 46.3 | 9.2 | 139 | 20 | £35915 |
| 1.5 eTSI (150) auto V1 | 51.4 | 9.0 | 126 | 21 | £35245 |
| 1.5 eTSI (150) auto V2 | 49.6 | 9.0 | 130 | 21 | £37775 |
| 1.5 TSI e-Hybrid (272) auto VZ2 | 706.2 | 7.3 | 10 | 29 | £44400 |
| 1.5 TSI e-Hybrid (272) auto VZ2 | 706.2 | 7.3 | 10 | 29 | £46855 |
| 1.5 TSI e-Hybrid (272) at VZ First Ed | 565.0 | 7.3 | 11 | 30 | £48270 |
| 2.0 TSI (333) auto 4Drive VZ1 | 34.0 | 4.8 | 188 | 34 | £45190 |
| 2.0 TSI (333) auto 4Drive VZ2 | 34.0 | 4.8 | 188 | 33 | £47645 |

**V3:** add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

**Born** - 4322x1809mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 59kWh (230) auto V1 | 262 | 6.6 | 0 | 26 | £35495 |
| 59kWh (230) auto V2 | 262 | 6.6 | 0 | 27 | £37265 |
| 77kWh (230) auto V3 | 341 | 7.0 | 0 | 28 | £41795 |
| 79kWh (326) auto VZ | 366 | 5.6 | 0 | 34 | £44625 |

**V3:** add £1750 to 58kWh V2

**Ateca** - 4394x1841mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (150) auto V1 | 42.2 | 9.3 | 153 | 17 | £36700 |
| 2.0 TSI (190) auto 4Drive V1 | 35.8 | 7.2 | 180 | 24 | £40500 |
| 2.0 TSI (300) auto 4Drive VZ1 | 31.4 | 4.9 | 205 | 30 | £44705 |
| 2.0 TSI (300) auto 4Drive VZ2 | 31.4 | 4.9 | 205 | 31 | £47405 |
| 2.0 TSI (300) auto 4Drive VZ3 | 31.4 | 4.9 | 205 | 32 | £50345 |

**V2:** add £1785 to V1
**VZN:** add £2000 to VZ3

**Formentor** - 4451x1839mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (150) V1 | 45.6 | 9.0 | 140 | 21 | £33450 |
| 1.5 TSI (150) V2 | 44.8 | 9.0 | 143 | 21 | £35840 |
| 1.5 eTSI (150) auto V1 | 47.9 | 9.0 | 133 | 21 | £35745 |
| 1.5 eTSI (150) auto V2 | 47.1 | 9.0 | 136 | 22 | £37750 |
| 1.5 TSI e-Hybrid (204) auto V1 | 706.2 | 7.9 | 9 | 26 | £41510 |
| 1.5 TSI e-Hybrid (204) auto V2 | 706.2 | 7.9 | 10 | 26 | £43785 |
| 1.5 TSI e-Hybrid (272) auto VZ1 | 706.2 | 7.2 | 10 | 29 | £44845 |
| 1.5 TSI e-Hybrid (272) auto VZ2 | 706.2 | 7.2 | 10 | 29 | £47605 |
| 2.0 TSI (333) auto 4Drive VZ1 | 32.5 | 4.8 | 198 | 34 | £45685 |
| 2.0 TSI (333) auto 4Drive VZ2 | 32.1 | 4.8 | 199 | 35 | £48445 |

**V3:** add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
**VZN:** add £4185 to VZ2

**Terramar** - 4519x1863mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 eTSI (150) auto V1 | 46.3 | 9.3 | 140 | 21 | £37605 |
| 1.5 eTSI (150) auto V2 | 46.0 | 9.3 | 140 | 22 | £40175 |
| 1.5 TSI e-Hybrid (204) auto V1 | 651.3 | 8.3 | 10 | 27 | £44055 |
| 1.5 TSI e-Hybrid (204) auto V2 | 641.7 | 8.3 | 11 | 28 | £46625 |
| 1.5 TSI e-Hybrid (272) auto VZ1 | 661.1 | 7.3 | 10 | 30 | £46865 |
| 1.5 TSI e-Hybrid (272) auto VZ2 | 586.8 | 7.3 | 11 | 31 | £49515 |
| 2.0 TSI (204) auto 4Drive V1 | 37.4 | 7.1 | 172 | 28 | £41255 |
| 2.0 TSI (204) auto 4Drive V2 | 37.2 | 7.1 | 173 | 29 | £43825 |
| 2.0 TSI (265) auto 4Drive VZ1 | 33.6 | 5.9 | 191 | 32 | £45095 |
| 2.0 TSI (265) auto 4Drive VZ2 | 33.3 | 5.9 | 193 | 33 | £47745 |
| 2.0 TSI (265) at 4Drive Americas Cup | 33.1 | 5.9 | 194 | 33 | £50850 |

**Tavascan** - 4644x1861mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (286) auto V1 | 337 | 6.8 | 0 | 34 | £47340 |
| 77kWh (286) auto V2 | 337 | 6.8 | 0 | 36 | £53835 |
| 77kWh (340) auto 4Drive VZ1 | 318 | 5.5 | 0 | 38 | £55935 |
| 77kWh (340) auto 4Drive VZ2 | 299 | 5.5 | 0 | 39 | £60835 |

## DACIA

**Dealers:** 127 **Warranty:** 3 yrs/60000 mls

**Sandero** - 4088x1848mm
**Euro NCAP:** ★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe (90) Essential | 53.3 | 12.2 | 119 | 12 | £14715 |
| 1.0 TCe (90) Expression | 53.3 | 12.2 | 119 | 14 | £15715 |
| 1.0 TCe (90) Journey | 53.3 | 12.2 | 119 | 14 | £16715 |
| 1.0 TCe (90) auto Journey | 49.6 | 13.4 | 129 | 12 | £18215 |
| 1.0 TCe Bi-Fuel (100) Essential | 52.3 | 12.2 | 106 | 8 | £14725 |
| 1.0 TCe Bi-Fuel (100) Expression | 52.4 | 12.2 | 106 | 8 | £15725 |
| 1.0 TCe Bi-Fuel (100) Journey | 52.4 | 12.2 | 106 | 8 | £16725 |

**Sandero Stepway** - 4099x1848mm
**Euro NCAP:** ★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe (90) Essential | 50.4 | 12.0 | 127 | 10 | £16015 |
| 1.0 TCe (90) Expression | 50.4 | 12.0 | 127 | 10 | £17015 |
| 1.0 TCe (90) auto Extreme | 45.6 | 14.2 | 140 | 10 | £19915 |
| 1.0 TCe Bi-Fuel (100) Essential | 48.7 | 11.9 | 115 | 10 | £16075 |
| 1.0 TCe Bi-Fuel (100) Expression | 48.7 | 11.9 | 115 | 11 | £17075 |
| 1.0 TCe (110) Extreme | 51.4 | 10.0 | 125 | 17 | £18645 |

**Extreme:** add £1350 to Expression

**Jogger** - 4547x1848mm
**Euro NCAP:** ★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe (110) Essential | 47.9 | 11.2 | 132 | 13 | £18970 |
| 1.0 TCe (110) Expression | 48.7 | 11.2 | 132 | 13 | £20270 |
| 1.0 TCe (110) Extreme | 48.7 | 11.2 | 132 | 13 | £21120 |
| 1.6 TCe Hyb (140) at Expression | 58.9 | 10.0 | 108 | 15 | £23305 |
| 1.6 TCe Hyb (140) at Extreme | 57.6 | 10.0 | 109 | 15 | £24305 |

**Spring** - 3701x1583mm
**Euro NCAP:** ★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 27kWh (45) auto Expression | 140 | 19.1 | 0 | 24 | £14995 |
| 27kWh (65) auto Expression | 140 | 13.7 | 0 | 25 | £15995 |
| 27kWh (65) auto Extreme | 140 | 13.7 | 0 | 25 | £16995 |

**Duster** - 4343x1813mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe Bi-Fuel (100) Essential 4x2 | 43.5 | 14.1 | 126 | 17 | £19380 |
| 1.2 TCe (130) Expression 4x2 | 51.3 | 9.9 | 124 | 24 | £21820 |
| 1.2 TCe (130) Expression 4x4 | 46.3 | 11.0 | 135 | 24 | £24070 |
| 1.6 Hybrid (140) at Expression 4x2 | 55.3 | 10.1 | 114 | 24 | £24830 |

**Journey:** add £1700 to Expression
**Extreme:** add £2500 to Expression

**Bigster** - 4570x1812mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 TCe (140) Expression | 50.0 | 9.8 | 122 | 27 | £25215 |
| 1.2 TCe (130) Expression 4x4 | 46.0 | 11.2 | 134 | 26 | £27465 |
| 1.8 Hybrid (155) auto Expression | 58.0 | 9.7 | 105 | 28 | £28190 |

**Journey:** add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

## DS

**Dealers:** 196 **Warranty:** 3 yrs/60000 mls

**DS 3** - 4118x1791mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (136) auto Pallas | 62.1 | 9.2 | 112 | 21 | £32580 |
| 1.2 Hybrid (136) auto Pallas 55 | 62.1 | 9.2 | 112 | 21 | £33380 |
| 1.2 Hybrid (136) auto Etoile | 62.1 | 9.2 | 112 | 21 | £34520 |
| 54kWh (155) auto E-Tense Pallas | 248 | 9.0 | 0 | 29 | £39210 |
| 54kWh (155) auto E-Tense Etoile | 245 | 9.0 | 0 | 31 | £41150 |

**DS 4** - 4400x1830mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (136) auto Pallas | 54.3 | 10.4 | 117 | 19 | £34630 |
| 1.2 Hybrid (136) auto Pallas 55 | 54.3 | 10.4 | 117 | 20 | £35730 |
| 1.2 Hybrid (136) auto Etoile | 54.3 | 10.4 | 117 | 20 | £37430 |
| 1.6 Hybrid E-Tense (225) at Pallas | 323.3 | 7.7 | 33 | 28 | £40680 |
| 1.6 Hybrid E-Tense (225) at Etoile | 323.3 | 7.7 | 33 | 30 | £43480 |
| 1.5 BlueHDi (130) auto Pallas | 56.5 | 10.9 | 137 | 20 | £35720 |
| 1.5 BlueHDi (130) auto Etoile | 56.5 | 10.9 | 137 | 21 | £38070 |

**DS 9** - 4934x1932mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 Hybrid E-Tense (250) at Rivoli+ | 353.1 | 8.1 | 22 | 41 | £56310 |
| 1.6 Hybrid E-Tense (250) at Opera | 353.1 | 8.1 | 23 | 42 | £64910 |

**DS 7 Crossback** - 4593x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 Hyb E-Tense (225) auto Etoile | 220.9 | 8.9 | 33 | 35 | £52380 |
| 1.5 BlueHDi (130) auto Pallas | 53.3 | 10.7 | 146 | 27 | £40580 |
| 1.5 BlueHDi (130) auto Etoile | 53.3 | 10.7 | 146 | 28 | £44600 |

**No. 8** - 4820x1900mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 74kWh (230) auto Pallas | 364 | 7.7 | 0 | N/A | £50790 |
| 74kWh (230) auto Etoile | 364 | 7.7 | 0 | N/A | £54790 |
| 97.2kWh (245) at Pallas Long Range | 471 | 7.8 | 0 | N/A | £54690 |
| 97.2kWh (245) at Etoile Long Range | 471 | 7.8 | 0 | N/A | £59290 |
| 97.2kWh (350) at Etoile AWD Long | 431 | 5.4 | 0 | N/A | £63290 |

## FERRARI

**Dealers:** 14 **Warranty:** 4 yrs/unlimited mls

**Purosangue** - 4973x2028mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.5 V12 (725) auto Purosangue | 19.0 | 3.3 | 337 | 50 | £313501 |

**Roma** - 4656x1974mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.9 V8TT (620) auto Roma | 29.1 | 3.4 | 220 | 50 | £183200 |
| 3.9 V8TT (620) auto Spider | 29.7 | 3.4 | 217 | 50 | £210838 |

**296** - 4565x1958mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6TT Hybrid (830) auto 296 GTB | 32.1 | 2.9 | 198 | 50 | £256535 |
| 3.0 V6TT Hybrid (830) auto 296 GTS | 31.4 | 2.9 | 205 | 50 | £279343 |

**12Cilindri** - 4733x2176mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.5 V12 (830) auto 12Cilindri | N/A | 2.9 | N/A | 50 | £336500 |
| 6.5 V12 (830) auto 12Cilindri Spider | N/A | 3.0 | N/A | 50 | £366500 |

**SF90 Stradale** - 4710-4850x1972-2000mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (1000) auto SF90 Stradale | 29.7 | 2.5 | 217 | 50 | £379225 |
| 4.0 V8TT (1000) auto SF90 Spider | 25.9 | 2.5 | 248 | 50 | £418274 |
| 4.0 V8TT (1030) at SF90XX Stradale | 39.2 | 2.3 | 167 | 50 | £676694 |
| 4.0 V8TT (1030) auto SF90XX Spider | 39.2 | 2.3 | 167 | 50 | £747197 |

## FIAT

**Dealers:** 96 **Warranty:** 3 yrs/60000 mls

**Grande Panda** - 3999x1763mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 Hybrid (100) Icon | 52.3 | 10.0 | 118 | N/A | £18710 |
| 1.2 Hybrid (100) La Prima | 52.3 | 10.0 | 119 | N/A | £20710 |
| 44kWh (113) auto (Red) | 199 | 11.0 | 0 | N/A | £20920 |
| 44kWh (113) auto La Prima | 199 | 11.0 | 0 | N/A | £23920 |

**500** - 3632x1900mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 24kWh (95) auto | 118 | 9.5 | 0 | 16 | £24975 |
| 24kWh (95) auto (Red) | 118 | 9.5 | 0 | 16 | £24975 |
| 42kWh (118) auto | 202 | 9.0 | 0 | 17 | £27975 |
| 42kWh (118) auto (Red) | 202 | 9.0 | 0 | 17 | £27975 |
| 42kWh (118) auto La Prima | 196 | 9.0 | 0 | 18 | £30975 |
| 42kWh (118) auto Armani Edition | 192 | 9.0 | 0 | 18 | £33975 |

**500C:** add £6000

**600** - 4171x1781mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (100) auto | 58.9 | 10.9 | 109 | N/A | £24555 |
| 1.2 Hybrid (100) auto La Prima | 57.6 | 10.9 | 109 | N/A | £27555 |
| 1.2 Hybrid (136) auto | 58.9 | 8.5 | 109 | N/A | £25555 |
| 1.2 Hybrid (136) auto La Prima | 57.6 | 8.5 | 109 | N/A | £28555 |
| 54kWh (154) auto (Red) | 254 | 9.0 | 0 | N/A | £29975 |
| 54kWh (154) auto La Prima | 252 | 9.0 | 0 | N/A | £32975 |

## FORD

**Dealers:** 781 **Warranty:** 3 yrs/60000 mls

**Focus** - 4397x1825mm
**Euro NCAP:** ★★★★★ **Driver Power:** 46th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0T EcoBoost (125) Titanium | 54.3 | 10.2 | 118 | 13 | £28730 |
| 1.0T EcoBoost (125) ST-Line | 54.3 | 10.2 | 119 | 13 | £29560 |
| 1.0T EcoBoost (125) Active X | 54.3 | 10.2 | 123 | 13 | £31760 |
| 1.0T EcoBoost (155) auto Titanium | 53.3 | 8.4 | 120 | 17 | £30580 |
| 1.0T EcoBoost (155) auto ST-Line | 53.3 | 8.4 | 120 | 17 | £31410 |
| 1.0T EcoBoost (155) auto Active X | 53.3 | 8.4 | 125 | 17 | £33610 |

**Titanium X:** add £2200 to Titanium
**ST-Line X:** add £2200 to ST-Line

**Focus Estate** - 4693x1825mm
**Euro NCAP:** ★★★★★ **Driver Power:** 46th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0T EcoBoost (125) Titanium | 54.3 | 10.4 | 120 | 13 | £29890 |
| 1.0T EcoBoost (125) ST-Line | 54.3 | 10.4 | 124 | 13 | £30720 |
| 1.0T EcoBoost (125) Active X | 54.3 | 10.4 | 125 | 13 | £32920 |
| 1.0T EcoBoost (155) auto Titanium | 53.3 | 8.6 | 121 | 17 | £31740 |
| 1.0T EcoBoost (155) auto ST-Line | 53.3 | 8.6 | 124 | 17 | £32570 |
| 1.0T EcoBoost (155) auto Active X | 53.3 | 8.6 | 127 | 17 | £34770 |

**Titanium X:** add £2200 to Titanium
**ST-Line X:** add £2200 to ST-Line

**Tourneo Courier** - 4337x1791mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 EcoBoost (125) Titanium | 42.2 | N/A | 152 | 10 | £25900 |
| 1.0 EcoBoost (125) Active | 42.2 | N/A | 152 | 11 | £27220 |
| 1.0 EcoBoost (125) auto Titanium | 39.2 | N/A | 164 | 13 | £27100 |
| 1.0 EcoBoost (125) auto Active | 39.2 | N/A | 164 | 13 | £28420 |

**Tourneo Connect** - 4515-4868x1855mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 EcoBoost (115) auto Titanium | 41.8 | N/A | 153 | 11 | £33820 |
| 1.5 EcoBoost (115) auto Grand Titan | 40.7 | N/A | 158 | 11 | £34260 |
| 1.5 PHEV (150) auto Titanium | 589.6 | N/A | 10 | N/A | £37040 |
| 1.5 PHEV (150) auto Active | 592.0 | N/A | 10 | N/A | £38240 |
| 1.5 PHEV (150) auto Grand Titanium | 549.0 | N/A | 11 | N/A | £38840 |
| 1.5 PHEV (150) auto Grand Active | 551.2 | N/A | 11 | N/A | £39360 |
| 2.0 EcoBlue (122) auto Titanium | 50.4 | N/A | 147 | 13 | £35510 |
| 2.0 EcoBlue (122) auto Grand Titan | 49.2 | N/A | 150 | 13 | £36710 |
| 2.0 EcoBlue (122) auto Active | 50.5 | N/A | 146 | 13 | £37310 |
| 2.0 EcoBlue (122) auto Grand Active | 49.2 | N/A | 150 | 13 | £38510 |

**Tourneo Custom** - 5050-5450x2032mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 PHEV (232) Zetec | 157.0 | N/A | 41 | N/A | £57253 |
| 2.5 PHEV (232) Titanium | 157.0 | N/A | 41 | N/A | £57253 |
| 2.5 PHEV (232) Active | 149.0 | N/A | 43 | N/A | £62533 |
| 2.5 PHEV (232) Titanium X | 149.0 | N/A | 43 | N/A | £64213 |
| 2.0 EcoBlue (136) Zetec | 38.2 | N/A | 194 | N/A | £54763 |
| 2.0 EcoBlue (136) Titanium | 37.7 | N/A | 195 | N/A | £57163 |
| 2.0 EcoBlue (136) auto Zetec | 34.9 | N/A | 211 | N/A | £57403 |
| 2.0 EcoBlue (136) auto Titanium | 34.9 | N/A | 212 | N/A | £59803 |
| 2.0 EcoBlue (150) Titanium | 37.7 | N/A | 195 | N/A | £57667 |
| 2.0 EcoBlue (150) Active | 37.7 | N/A | 196 | N/A | £60547 |
| 2.0 EcoBlue (150) Titanium X | 37.7 | N/A | 197 | N/A | £62227 |
| 2.0 EcoBlue (170) auto Titanium | 34.9 | N/A | 212 | N/A | £61027 |
| 2.0 EcoBlue (170) auto Active | 34.9 | N/A | 213 | N/A | £63907 |
| 2.0 EcoBlue (170) auto Titanium X | 34.9 | N/A | 214 | N/A | £65587 |
| 65kWh (218) auto Zetec | 186 | N/A | 0 | N/A | £60877 |
| 65kWh (218) auto Titanium | 185 | N/A | 0 | N/A | £60877 |
| 65kWh (218) auto Titanium | 183 | N/A | 0 | N/A | £66157 |
| 65kWh (218) auto Titanium | 183 | N/A | 0 | N/A | £67837 |

**Luxe:** add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

**Puma** - 4186x1805mm
**Euro NCAP:** ★★★★ **Driver Power:** 47th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0T EcoBoost (125) Titanium | 52.3 | 9.8 | 122 | 12 | £26580 |
| 1.0T EcoBoost (125) ST-Line | 52.3 | 9.8 | 122 | 12 | £27480 |
| 1.0T E'Boost (125) auto Titanium | 49.6 | 9.6 | 130 | 12 | £28380 |
| 1.0T E'Boost (125) auto ST-Line | 49.6 | 9.6 | 130 | 13 | £29280 |
| 1.0T EcoBoost (155) auto ST-Line X | 49.6 | 8.7 | 129 | 17 | £31580 |
| 1.0T EcoBoost (170) auto ST | 47.9 | 7.4 | 135 | 21 | £33880 |
| 1.0T EcoBoost (170) at ST Handling | 47.9 | 7.4 | 135 | 21 | £34930 |
| 53kWh (168) auto Gen-E Select | 233 | 8.0 | 0 | 18 | £29995 |
| 53kWh (168) auto Gen-E Premium | 226 | 8.0 | 0 | 19 | £31995 |

**ST-Line X:** add £1550 to ST-Line

**Explorer** - 4468x1871mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (170) auto Style | 233 | 8.7 | 0 | 19 | £39285 |
| 52kWh (170) auto Premium | 221 | 8.7 | 0 | 20 | £43985 |
| 77kWh (286) auto Select | 374 | 6.4 | 0 | 28 | £45885 |
| 77kWh (286) auto Premium | 354 | 6.4 | 0 | 29 | £49985 |
| 79kWh (340) auto Premium AWD | 329 | 5.3 | 0 | 32 | £53985 |

**Capri** - 4634x1872mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (170) auto Style | 242 | 8.7 | 0 | 20 | £41485 |
| 52kWh (170) auto Premium | 231 | 8.7 | 0 | 21 | £46185 |
| 77kWh (286) auto Select | 389 | 6.4 | 0 | 29 | £48085 |
| 77kWh (286) auto Premium | 369 | 6.4 | 0 | 30 | £52185 |
| 79kWh (340) auto Premium AWD | 346 | 5.3 | 0 | 33 | £56185 |

**Kuga** - 4604x1882mm
**Euro NCAP:** N/A **Driver Power:** 4th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T EcoBoost (150) Titanium | 44.1 | 9.5 | 145 | 16 | £32365 |
| 1.5T EcoBoost (150) ST-Line | 44.1 | 9.5 | 147 | 17 | £37665 |
| 2.5 FHEV (180) auto ST-Line | 52.3 | 9.1 | 123 | 19 | £38795 |
| 2.5 FHEV (180) auto Active | 52.3 | 9.1 | 125 | 19 | £38965 |
| 2.5 FHEV (183) at ST-Line X AWD | 48.7 | 8.3 | 136 | 23 | £42645 |
| 2.5 FHEV (183) at Active AWD | 48.7 | 8.3 | 133 | 23 | £41145 |
| 2.5 PHEV (243) auto ST-Line | 313.9 | 7.3 | 21 | 26 | £40665 |
| 2.5 PHEV (243) auto Active | 313.9 | 7.3 | 21 | 26 | £41065 |

**ST-Line X:** add £2290 to ST-Line

**Mustang Mach-E** - 4713x1881mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 72kWh (268) auto Select | 292 | 6.9 | 0 | 33 | £50840 |
| 91kWh (294) auto Premium | 372 | 7.0 | 0 | 37 | £59390 |
| 91kWh (370) auto AWD Premium | 341 | 5.8 | 0 | 40 | £65415 |
| 91kWh (487) auto AWD GT | 320 | 4.4 | 0 | 40 | £74550 |
| 91kWh (487) auto AWD GT Rally | 316 | 4.4 | 0 | 40 | £76800 |

**Ranger** - 5370-5381x2028mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.3 PHEV (281) auto Double Cab XLT | 91.1 | 9.2 | 71 | N/A | £48929 |
| 2.3 PHEV (281) auto DC Wildtrak | 94.2 | 9.2 | 68 | N/A | £55409 |
| 2.3 PHEV (281) auto DC Stormtrak | 94.2 | 9.2 | 68 | N/A | £61289 |
| 3.0 V6 E'Boost (292) auto DC Raptor | 20.5 | 7.9 | 315 | 42 | £62489 |
| 2.0 EcoBlue (170) Double Cab XL | 33.2 | 10.5 | 222 | 39 | £38489 |
| 2.0 EcoBlue (170) Double Cab XLT | 33.2 | 10.5 | 221 | 39 | £40109 |
| 2.0 EcoBlue (205) auto DC Tremor | 27.4 | 10.5 | 270 | 41 | £44189 |
| 2.0 EcoBlue (205) auto DC Wildtrak | 32.1 | 10.5 | 230 | 42 | £49949 |
| 2.0 EcoBlue (205) at DC Wildtrak X | 27.4 | 10.5 | 271 | 42 | £52349 |
| 2.0 EcoBlue (210) auto DC Raptor | 26.6 | 10.4 | 278 | 41 | £58889 |
| 3.0 V6 E'Blue (240) at DC Wildtrak | 28.0 | 8.7 | 264 | 44 | £56609 |
| 3.0 V6 E'Blue (240) at DC Platinum | 28.0 | 8.7 | 266 | 45 | £59069 |
| 3.0 V6 E'Blue (240) auto DC MS-RT | 26.6 | 8.7 | 277 | 45 | £62489 |

**Mustang** - 4810x1916mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 5.0 V8 (446) GT Fastback | 24.1 | 5.3 | 275 | 44 | £58470 |
| 5.0 V8 (446) auto GT Fastback | 23.9 | 4.9 | 278 | 45 | £60470 |
| 5.0 V8 (446) GT Convertible | 23.5 | 5.4 | 280 | 48 | £61970 |
| 5.0 V8 (446) auto GT Convertible | 24.4 | 5.0 | 282 | 48 | £63970 |
| 5.0 V8 (453) Dark Horse | 23.7 | 5.2 | 279 | 46 | £70740 |
| 5.0 V8 (453) auto Dark Horse | 23.3 | 4.4 | 282 | 46 | £72740 |

## GENESIS

**Dealers:** 103 **Warranty:** 5 yrs/125000 mls

**Electrified G80** - 5005x1925mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 87.2kWh (370) auto Luxury AWD | 323 | 4.9 | 0 | 50 | £76535 |

**GV60** - 4515x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77.4kWh (229) auto Premium | 321 | 7.8 | 0 | 41 | £54855 |
| 77.4kWh (318) auto Sport AWD | 292 | 6.3 | 0 | 45 | £59315 |
| 77.4kWh (490) auto Sport Plus AWD | 290 | 4.0 | 0 | 45 | £68455 |

**GV70** - 4715x1910mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5T (304) auto Luxury AWD | 283 | 4.2 | 0 | N/A | £48955 |
| 2.5T (304) auto Premium AWD | 283 | 4.2 | 0 | N/A | £49045 |
| 2.5T (304) auto Sport AWD | 283 | 4.2 | 0 | N/A | £51095 |
| 2.2 (201) auto Luxury AWD | 283 | 7.9 | 0 | N/A | £52645 |
| 2.2 (201) auto Premium AWD | 283 | 7.9 | 0 | N/A | £49545 |
| 2.2 (201) auto Sport AWD | 283 | 7.9 | 0 | N/A | £52805 |

## GWM

**Dealers:** 10 **Warranty:** 5 yrs/unlimited

**Ora 03** - 4235x1825mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 48kWh (171) auto Pure+ | 193 | 8.3 | 0 | 24 | £31995 |
| 63kWh (171) auto Pro+ | 260 | 8.2 | 0 | 30 | £34995 |

**Haval Jolion Pro** - 4470x1898mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 eHEV (189) auto Premium | 47.0 | 9.0 | 133 | N/A | £23995 |
| 1.5 eHEV (189) auto Lux | 47.0 | 9.0 | 133 | N/A | £26995 |
| 1.5 eHEV (189) auto Ultra | 47.0 | 9.0 | 133 | N/A | £29995 |

**Poer 300** - 5416x1947mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.4D (184) auto Lux | 33.6 | 11.0 | 221 | N/A | £37714 |
| 2.4D (184) auto Ultra | 33.6 | 11.0 | 223 | N/A | £41049 |
| 2.4D (184) auto Vanta | 33.6 | 11.0 | 223 | N/A | £43049 |

## HONDA

**Dealers:** 196 **Warranty:** 3 yrs/60000 mls

**Jazz** - 4089x1694mm
**Euro NCAP:** ★★★★★ **Driver Power:** 14th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 i-MMD (107) auto Elegance | 62.8 | 9.6 | 102 | 21 | £28060 |
| 1.5 i-MMD (107) auto Advance | 62.8 | 9.6 | 102 | 22 | £29280 |
| 1.5 i-MMD (107) auto Crosstar | 58.9 | 9.6 | 102 | 22 | £30355 |
| 1.5 i-MMD (107) at Advance Sport | 61.4 | 9.6 | 102 | 22 | £30555 |

**Civic** - 4551x1802mm
**Euro NCAP:** ★★★★★ **Driver Power:** 19th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 i-MMD (143) auto Elegance | 60.1 | 7.9 | 108 | 28 | £35780 |
| 2.0 i-MMD (143) auto Sport | 56.5 | 7.9 | 113 | 28 | £37325 |
| 2.0 i-MMD (143) auto Advance | 56.5 | 8.1 | 114 | 28 | £40680 |
| 2.0T (329) Type R | 34.4 | 5.4 | 189 | 43 | £51905 |

**HR-V** - 4340x1866mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 i-MMD (107) auto Elegance | 52.3 | 10.6 | 122 | 30 | £32250 |
| 1.5 i-MMD (107) auto Advance | 52.3 | 10.7 | 122 | 31 | £34780 |
| 1.5 i-MMD (107) at Advance Style | 52.3 | 10.7 | 122 | 31 | £38030 |
| 1.5 i-MMD (107) at Adv Style Plus | 52.3 | 10.7 | 122 | 31 | £38825 |

**e:Ny1** - 4387x1790mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 68.8kWh (204) auto Elegance | 256 | 7.7 | 0 | 43 | £40660 |
| 68.8kWh (204) auto Advance | 256 | 7.7 | 0 | 43 | £42890 |

**ZR-V** - 4568x1898mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 i-MMD (143) auto Elegance | 49.6 | 7.8 | 130 | 35 | £40780 |
| 2.0 i-MMD (143) auto Sport | 48.7 | 7.9 | 131 | 35 | £42445 |
| 2.0 i-MMD (143) auto Advance | 48.7 | 8.0 | 132 | 35 | £44330 |

**CR-V** - 4706x1942mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 i-MMD (148) auto Elegance | 42.8 | 9.4 | 151 | 34 | £47350 |
| 2.0 i-MMD (148) auto Advance | 42.8 | 9.4 | 151 | 34 | £50470 |
| 2.0 i-MMD (184) at Advance Tech | 353.1 | 9.4 | 18 | 37 | £49930 |

## HYUNDAI

**Dealers:** 173 **Warranty:** 5 yrs/unlimited mls

**i10** - 3670x1680mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 MPi (67) Advance | 55.3 | 15.6 | 116 | 2 | £16600 |
| 1.0 MPi (67) auto Advance | 53.2 | 18.4 | 121 | 1 | £17250 |
| 1.2 MPi (84) Advance | 52.3 | 15.6 | 123 | 6 | £17400 |
| 1.2 MPi (84) auto Advance | 49.5 | 18.4 | 129 | 2 | £18050 |
| 1.0 T-GDi (100) N Line | 52.3 | 11.4 | 123 | 10 | £19200 |

**Premium:** add £1300 to Advance

**i20** - 4065x1775mm

Euro NCAP: N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 T-GDi (100) Advance | 52.3 | 10.4 | 123 | 13 | £22100 |
| 1.0 T-GDi (100) Ultimate | 52.3 | 10.4 | 123 | 14 | £24750 |
| 1.0 T-GDi (100) auto Advance | 52.3 | 11.4 | 122 | 12 | £23350 |
| 1.0 T-GDi (100) auto Ultimate | 52.3 | 11.4 | 124 | 15 | £26000 |

**Premium:** add £1150 to Advance
**N Line S:** same price as Ultimate

**i30** - 4340x1795mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 T-GDi (140) Advance | 47.9 | 9.6 | 130 | 15 | £24755 |
| 1.5 T-GDi (140) N Line | 42.8 | 9.6 | 150 | 15 | £27390 |
| 1.5 T-GDi (140) auto Advance | 50.4 | 9.7 | 127 | 15 | £25955 |
| 1.5 T-GDi (140) auto N Line | 44.8 | 9.7 | 143 | 15 | £28590 |

**Premium:** add £3050 to Advance
**N Line S:** add £2020 to N Line

**i30 Tourer** - 4585x1795mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 T-GDi (140) Advance | 47.9 | 9.8 | 130 | 15 | £25505 |
| 1.5 T-GDi (140) Premium | 47.1 | 9.8 | 135 | 14 | £28555 |
| 1.5 T-GDi (140) auto Advance | 47.1 | 9.9 | 127 | 14 | £26705 |
| 1.5 T-GDi (140) auto Premium | 48.7 | 9.9 | 132 | 15 | £29755 |

**Ioniq 5** - 4655x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 63kWh (170) auto Advance | 273 | 8.5 | 0 | 33 | £39910 |
| 84kWh (228) auto Advance | 354 | 7.5 | 0 | 38 | £43410 |
| 84kWh (228) auto N Line | 320 | 5.3 | 0 | 38 | £47410 |
| 84kWh (325) auto N Line AWD | 307 | 5.3 | 0 | 41 | £50910 |
| 84kWh (650) auto N AWD | 278 | 3.4 | 0 | 49 | £65010 |

**Premium:** add £5500 to Advance
**N Line S:** add £5000 to N Line

**Ioniq 6** - 4855x1880mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (228) auto Premium | 338 | 7.4 | 0 | 36 | £47050 |
| 77kWh (325) auto Premium AWD | 322 | 5.1 | 0 | 41 | £50550 |

**Ultimate:** add £3500 to Premium

**Inster** - 3825-3845x1610mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 42kWh (97) auto 01 | 203 | 11.7 | 0 | 21 | £23805 |
| 49kWh (115) auto 01 | 229 | 10.6 | 0 | 23 | £25055 |
| 49kWh (115) auto 02 | 223 | 10.6 | 0 | 23 | £26755 |
| 49kWh (115) auto Cross | 229 | 10.6 | 0 | 23 | £29055 |

**Bayon** - 4180x1775mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 T-GDi (100) Advance | 51.4 | 11.3 | 125 | 16 | £23125 |
| 1.0 T-GDi (100) Premium | 51.4 | 11.3 | 126 | 16 | £24525 |
| 1.0 T-GDi (100) auto Advance | 51.4 | 12.4 | 124 | 15 | £24375 |
| 1.0 T-GDi (100) auto Premium | 51.4 | 12.4 | 125 | 15 | £25775 |

**Ultimate:** add £1400 to Premium

**Kona** - 4350x1825mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 T-GDi (100) Advance | 47.9 | 13.3 | 131 | 14 | £26735 |
| 1.0 T-GDi (100) N Line | 47.1 | 13.3 | 134 | 14 | £28535 |
| 1.6 T-GDi (138) Advance | 45.6 | 10.2 | 140 | 21 | £27685 |
| 1.6 T-GDi (138) N Line | 42.2 | 10.2 | 147 | 21 | £29485 |
| 1.6 T-GDi (138) auto Advance | 45.6 | 10.2 | 141 | 21 | £29235 |
| 1.6 T-GDi (138) auto N Line | 43.5 | 10.2 | 145 | 22 | £31035 |
| 1.6 Hybrid (129) auto Advance | 60.1 | 12.0 | 106 | 20 | £30890 |
| 1.6 Hybrid (129) auto N Line | 60.1 | 12.0 | 106 | 20 | £32690 |
| 65kWh (218) auto Advance | 319 | 7.8 | 0 | 31 | £35000 |
| 65kWh (218) auto N Line | 282 | 7.8 | 0 | 31 | £37000 |

**N Line S:** add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

**Tucson** - 4510x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** 13th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 T-GDi (160) Advance | 41.5 | 10.3 | 154 | 16 | £33080 |
| 1.6 T-GDi (160) N Line | 40.9 | 10.3 | 157 | 16 | £35580 |
| 1.6 T-GDi (160) 48v auto Advance | 44.8 | 9.4 | 142 | 17 | £34260 |
| 1.6 T-GDi (160) 48v auto N Line | 44.1 | 9.4 | 144 | 17 | £36760 |
| 1.6 T-GDi (160) 48v at N Lin S 4WD | 40.3 | 9.8 | 158 | 18 | £42080 |
| 1.6 T-GDi Hybrid (215) at Advance | 49.5 | 8.2 | 129 | 20 | £36220 |
| 1.6 T-GDi Hybrid (215) at N Line | 49.6 | 8.2 | 131 | 20 | £38820 |
| 1.6 T-GDi Hyb (215) at N Lin S 4WD | 42.8 | 8.5 | 149 | 21 | £42910 |
| 1.6 T-GDi PHEV (252) at Advance | 282.5 | 9.8 | 22 | 22 | £39385 |
| 1.6 T-GDi PHEV (252) at N Line | 256.8 | 9.8 | 24 | 23 | £41885 |
| 1.6 T-GDi PHEV (252) at N Lin 4WD | 217.3 | 8.2 | 29 | 23 | £43485 |

**Premium:** same price as N Line
**N Line S:** add £2500 to N Line
**Ultimate:** same price as N Line S

**Santa Fe** - 4830x1900mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 T-GDi Hybrid (215) at Prem 2WD | 41.5 | 9.6 | 155 | 33 | £47890 |
| 1.6 T-GDi Hybrid (215) at Ultim 2WD | 40.4 | 9.6 | 158 | 33 | £51390 |
| 1.6 T-GDi Hybrid (215) at Callig 2WD | 40.4 | 9.6 | 159 | 33 | £53890 |
| 1.6 T-GDi Hybrid (215) at Prem 4WD | 38.7 | 9.8 | 165 | 34 | £49945 |
| 1.6 T-GDi Hybrid (215) at Ultim 4WD | 38.2 | 9.8 | 168 | 34 | £53445 |
| 1.6 T-GDi Hybrid (215) at Callig 4WD | 38.2 | 9.8 | 167 | 34 | £55945 |
| 1.6 T-GDi PHV (253) at Prem 4WD | 166.0 | 9.3 | 38 | 36 | £51995 |
| 1.6 T-GDi PHV (253) at Ultim 4WD | 166.0 | 9.3 | 38 | 36 | £55245 |
| 1.6 T-GDi PHV (253) at Callig 4WD | 166.0 | 9.3 | 38 | 36 | £57745 |

**Six seats:** add £1000 to Calligraphy

**Ioniq 9** - 5060x1980mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 110kWh (218) auto Premium 4WD | 385 | 9.7 | 0 | 42 | £64995 |
| 110kWh (307) auto Ultimate 4WD | 376 | 6.7 | 0 | 47 | £73495 |
| 110kWh (307) at Calligraphy 4WD | 376 | 6.7 | 0 | 47 | £75795 |
| 110kWh (427) at Calligraphy 4WD | 372 | 5.2 | 0 | 48 | £77595 |

**Six seats:** add £1000 to 427 Calligraphy

## INEOS

**Dealers:** TBC **Warranty:** 5 yrs/TBC mls

**Grenadier** - 4895x1930mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (286) auto Utility Wagon | 19.6 | 8.8 | 328 | 50 | £65025 |
| 3.0T (286) auto Station Wagon | 19.6 | 8.8 | 325 | 50 | £71385 |
| 3.0D (249) auto Utility Wagon | 25.9 | 8.8 | 286 | 50 | £65025 |
| 3.0D (249) auto Station Wagon | 25.9 | 8.8 | 286 | 50 | £71385 |

**Fieldmaster/Trialmaster Editions:** add £7500

**Quartermaster** - 5440x1930mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (286) auto Utility Wagon | 19.6 | 8.6 | 327 | 50 | £66240 |
| 3.0D (249) auto Utility Wagon | 25.2 | 9.9 | 294 | 50 | £66240 |

**Fieldmaster/Trialmaster Editions:** add £7500

## ISUZU

**Dealers:** 103 **Warranty:** 5 yrs/125000 mls

**D-Max** - 5280x1870mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.9D (164) Utility Double Cab | 33.7 | 12.7 | 220 | 39 | £38146 |
| 1.9D (164) DL20 Double Cab | 32.5 | 12.7 | 220 | 39 | £40306 |
| 1.9D (164) DL40 Double Cab | 32.5 | 12.7 | 220 | 40 | £44026 |
| 1.9D (164) V-Cross Double Cab | 32.5 | 12.7 | 220 | 40 | £45826 |
| 1.9D (164) auto DL20 Double Cab | 31.8 | 13.0 | 241 | 40 | £43480 |
| 1.9D (164) auto DL40 Double Cab | 31.4 | 13.0 | 241 | 40 | £47200 |
| 1.9D (164) at V-Cross Double Cab | 31.4 | 13.0 | 241 | 40 | £49000 |
| 1.9D (164) at Arctic Trucks AT35 DC | 32.5 | 12.7 | 241 | 40 | £68326 |

## JAECOO

**Dealers:** N/A **Warranty:** 7 yrs/100000 mls

**Jaecoo 7** - 4500x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T (147) auto Deluxe | 37.7 | 10.3 | 169 | 21 | £28700 |
| 1.6T (147) auto Luxury AWD | 35.3 | 11.8 | 182 | 22 | £31700 |
| 1.5T PHEV (204) Luxury | 403.0 | 6.1 | 23 | 31 | £35000 |

## JEEP

**Dealers:** 66 **Warranty:** 3 yrs/60000 mls

**Avenger** - 4084x1797mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2T (100) Longitude | 49.6 | 10.6 | 129 | 22 | £25218 |
| 1.2T (100) Altitude | 49.6 | 10.6 | 127 | 23 | £27218 |
| 1.2T (100) Summit | 49.6 | 10.6 | 129 | 23 | £29219 |
| 1.2 E-Hybrid (100) auto Longitude | 57.6 | 10.4 | 111 | 22 | £26229 |
| 1.2 E-Hybrid (100) auto Altitude | 57.6 | 10.4 | 111 | 23 | £28229 |
| 1.2 E-Hybrid (100) auto Summit | 57.6 | 10.4 | 111 | 23 | £30229 |
| 1.2 Hybrid (136) auto Upland 4xe | 51.4 | 9.5 | 124 | 27 | £31219 |
| 1.2 Hybrid (136) auto Overland 4xe | 51.4 | 9.5 | 124 | 27 | £33219 |
| 1.2 Hybrid (136) at North Face 4xe | 51.4 | 9.5 | 124 | 28 | £35219 |
| 54kWh (156) auto e-Longitude | 249 | 9.6 | 0 | 24 | £29999 |
| 54kWh (156) auto e-Altitude | 249 | 9.6 | 0 | 24 | £31999 |
| 54kWh (156) auto e-Summit | 249 | 9.6 | 0 | 25 | £33999 |

**Renegade** - 4236x1805mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T E-Hybrid (130) auto North Star | 50.4 | 10.0 | 127 | 17 | £32929 |
| 1.5T E-Hybrid (130) auto Summit | 50.4 | 10.0 | 126 | 17 | £33429 |
| 1.3T PHEV (240) at North Star 4xe | 134.5 | 7.1 | 48 | 26 | £39219 |

**Compass** - 4404x1874mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T E-Hybrid (130) North Star | 50.4 | 10.0 | 127 | 26 | £36835 |
| 1.5T E-Hybrid (130) Summit | 51.4 | 10.0 | 124 | 27 | £38335 |
| 1.3T PHEV (240) auto Summit 4xe | 141.2 | 7.3 | 47 | 31 | £44765 |

**Wrangler** - 4882x1894mm
**Euro NCAP:** ★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 GME (272) auto Sahara 4dr | 25.4 | 7.6 | 250 | 41 | £63465 |
| 2.0 GME (272) auto Rubicon 4dr | 23.7 | 7.6 | 269 | 41 | £65870 |

**Grand Cherokee** - 4914x1979mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T PHEV (381) auto Limited 4xe | 108.7 | 6.3 | 60 | 48 | £72414 |
| 2.0T PHV (381) at Summit Res 4xe | 108.7 | 6.3 | 60 | 49 | £85914 |

## KGM MOTORS

**Dealers:** 63 **Warranty:** 5 yrs/100000 mls

**Tivoli** - 4225x1810mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 GDi-T (163) K40 | 40.1 | N/A | 161 | 18 | £23995 |
| 1.5 GDi-T (163) auto K40 | 36.9 | N/A | 175 | 18 | £25749 |

**Korando** - 4450x1870mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 GDi-T (163) K35 | 36.9 | 10.8 | 175 | 18 | £26995 |
| 1.5 GDi-T (163) auto K35 | 35.5 | 10.8 | 182 | 18 | £27995 |

**Torres** - 4715x1890mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 GDi-T (163) auto K30 | 33.2 | 10.8 | 194 | 33 | £36749 |
| 1.5 GDi-T (163) auto K40 | 33.2 | 10.8 | 194 | 33 | £39749 |
| 1.5 GDi-T (163) auto K40 AWD | 31.1 | 10.8 | 207 | 32 | £41749 |
| 73.4kWh (207) auto K30 EVX | 287 | 8.1 | 0 | 48 | £36995 |
| 73.4kWh (207) auto K40 EVX | 287 | 8.1 | 0 | 48 | £39295 |

**Actyon** - 4740x1910mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 GDi-T (163) auto K50 | 33.1 | N/A | 194 | 25 | £38649 |

**Rexton** - 4850x1960mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.2D (202) auto K30 | 32.9 | 10.7 | 225 | 36 | £42495 |
| 2.2D (202) auto K40 | 32.9 | 10.7 | 225 | 37 | £44235 |
| 2.2D (202) auto K50 | 32.6 | 10.7 | 227 | 38 | £48710 |

**Musso** - 5095-5405x1950mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.2D (202) Rebel | 34.0 | N/A | 220 | 48 | £38358 |
| 2.2D (202) auto Rebel | 32.0 | N/A | 236 | 50 | £36246 |
| 2.2D (202) auto Saracen | 32.0 | N/A | 236 | 50 | £41718 |
| 2.2D (202) auto Saracen+ LWB | 31.0 | N/A | 241 | 50 | £43194 |

## KIA

**Dealers:** 187 **Warranty:** 7 yrs/100000 mls

**Picanto** - 3605x1900mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 DPi (62) 2 | 55.4 | 15.4 | 116 | 4 | £16065 |
| 1.0 DPi (62) GT-Line | 52.3 | 15.4 | 121 | 5 | £17215 |
| 1.0 DPi (62) 3 | 55.4 | 15.4 | 121 | 5 | £18015 |
| 1.0 DPi (62) auto 2 | 54.3 | 18.2 | 119 | 4 | £16765 |
| 1.0 DPi (62) auto GT-Line | 52.3 | 18.2 | 123 | 5 | £17915 |
| 1.0 DPi (62) auto 3 | 54.3 | 18.2 | 122 | 5 | £18715 |
| 1.2 DPi (77) GT-Line S | 51.4 | 13.1 | 124 | 8 | £18915 |
| 1.2 DPi (77) auto GT-Line S | 49.6 | 16.5 | 127 | 5 | £19615 |

**EV4** - 4430x1860mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 58.3kWh (201) auto Air | 273 | 7.5 | 0 | N/A | £34695 |
| 81.4kWh (201) auto Air | 388 | 7.7 | 0 | N/A | £37695 |
| 81.4kWh (201) auto GT-Line | 362 | 7.9 | 0 | N/A | £39395 |
| 81.4kWh (201) auto GT-Line S | 362 | 7.9 | 0 | N/A | £43895 |

**EV6** - 4695x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 84kWh (225) auto Air | 361 | 7.7 | 0 | 34 | £45585 |
| 84kWh (225) auto GT-Line | 361 | 7.7 | 0 | 35 | £48585 |
| 84kWh (320) auto AWD GT-Line | 339 | 5.3 | 0 | 40 | £52085 |
| 84kWh (641) auto AWD GT | 279 | 3.5 | 0 | 46 | £59985 |

**GT-Line S:** add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

**PV5 Passenger** - 4695x1895mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 51.5kWh (120) auto Essential | 179 | 12.8 | 0 | N/A | £32995 |
| 51.5kWh (120) auto Plus | 179 | 12.8 | 0 | N/A | £TBC |
| 71.2kWh (160) at Essential L. Range | 249 | 10.7 | 0 | N/A | £35995 |
| 71.2kWh (160) auto Plus Long Range | 249 | 10.7 | 0 | N/A | £38295 |

**Stonic** - 4140x1760mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 T-GDi (98) 2 | 51.4 | 11.3 | 125 | 9 | £21485 |
| 1.0 T-GDi (98) GT-Line | 48.7 | 11.3 | 132 | 10 | £22540 |
| 1.0 T-GDi (98) 48v 3 | 50.4 | 11.3 | 127 | 10 | £23990 |
| 1.0 T-GDi (98) auto 2 | 50.4 | 12.4 | 125 | 8 | £22485 |
| 1.0 T-GDi (98) auto GT-Line | 47.1 | 12.4 | 135 | 8 | £23540 |
| 1.0 T-GDi (98) auto 48v 3 | 49.6 | 12.4 | 129 | 9 | £24990 |

**GT-Line S:** add £1100 to GT-Line

**XCeed** - 4395x1826mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 T-GDi (138) 2 | 46.3 | 8.7 | 137 | 16 | £24610 |
| 1.5 T-GDi (138) GT-Line | 44.8 | 8.7 | 141 | 17 | £26085 |
| 1.5 T-GDi (138) 3 | 44.8 | 8.7 | 141 | 17 | £26585 |
| 1.5 T-GDi (138) auto GT-Line | 44.8 | 8.9 | 142 | 17 | £27185 |
| 1.5 T-GDi (138) auto 3 | 44.8 | 8.9 | 142 | 17 | £27685 |
| 1.5 T-GDi (138) auto GT-Line S | 44.8 | 8.9 | 142 | 17 | £32185 |

**Niro** - 4420x1825mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 GDi Hybrid (139) auto 2 | 64.2 | 10.4 | 100 | 20 | £30270 |
| 1.6 GDi Hybrid (139) auto 3 | 61.4 | 10.4 | 105 | 21 | £32540 |
| 1.6 GDi Hybrid (139) auto 4 | 60.1 | 10.4 | 106 | 21 | £35290 |
| 1.6 GDi PHEV (180) auto 2 | 353.1 | 9.6 | 18 | 23 | £35435 |
| 1.6 GDi PHEV (180) auto 3 | 313.9 | 9.6 | 21 | 24 | £37685 |
| 1.6 GDi PHEV (180) auto 4 | 282.5 | 9.6 | 22 | 24 | £40435 |
| 65kWh (201) auto EV 2 | 285 | 7.8 | 0 | 28 | £37335 |
| 65kWh (201) auto EV 3 | 285 | 7.8 | 0 | 29 | £39585 |
| 65kWh (201) auto EV 4 | 285 | 7.8 | 0 | 29 | £42335 |

**Heat pump:** add £900 to EV 4

**EV3** - 4300x1850mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 58.3kWh (201) auto Air | 267 | 7.5 | 0 | 34 | £33005 |
| 81.4kWh (201) auto Air | 372 | 7.7 | 0 | 36 | £36005 |
| 81.4kWh (201) auto GT-Line | 347 | 7.9 | 0 | 37 | £39405 |
| 81.4kWh (201) auto GT-Line S | 347 | 7.9 | 0 | 38 | £43005 |

**Heat pump:** add £900 to GT-Line S

**Sportage** - 4540x1865mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6 T-GDi (147) Pure | TBC | TBC | 160 | N/A | £30885 |
| 1.6 T-GDi (147) GT-Line | TBC | TBC | 160 | N/A | £33385 |
| 1.6 T-GDi (147) auto GT-Line | TBC | TBC | 155 | N/A | £35085 |
| 1.6 T-GDi (147) auto GT-Line S | TBC | TBC | 155 | N/A | £40285 |
| 1.6 T-GDi HEV (235) auto Pure | TBC | TBC | 124 | N/A | £34425 |
| 1.6 T-GDi HEV (235) auto GT-Line | TBC | TBC | 124 | N/A | £36215 |
| 1.6 T-GDi HEV (235) auto GT Line S | TBC | TBC | 124 | N/A | £41470 |
| 1.6 T-GDi HEV (235) at GT Li S AWD | TBC | TBC | 139 | N/A | £41470 |

**EV5** - 4610x1875mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 81.4kWh (214) auto Air | 329 | 8.4 | 0 | N/A | £39295 |
| 81.4kWh (214) auto GT-Line | 313 | 8.4 | 0 | N/A | £42595 |
| 81.4kWh (214) auto GT-Line S | 313 | 8.4 | 0 | N/A | £47095 |

**Heat pump:** add £900 to GT-Line S

**Sorento** - 4815x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T HEV (212) auto AWD 2 | 42.2 | 9.7 | 153 | 25 | £43685 |
| 1.6T HEV (212) auto AWD 3 | 40.4 | 9.7 | 158 | 26 | £47885 |
| 1.6T HEV (212) auto AWD 4 | 39.8 | 9.7 | 160 | 27 | £52385 |
| 1.6T PHEV (248) auto AWD 2 | 176.6 | 8.8 | 37 | 31 | £47405 |
| 1.6T PHEV (248) auto AWD 3 | 176.6 | 8.8 | 37 | 33 | £51605 |
| 1.6T PHEV (248) auto AWD 4 | 176.6 | 8.8 | 37 | 34 | £56105 |
| 2.2 CRDi (190) auto AWD 2 | 43.5 | 9.7 | 170 | 30 | £42675 |
| 2.2 CRDi (190) auto AWD 3 | 42.8 | 9.7 | 173 | 31 | £47290 |
| 2.2 CRDi (190) auto AWD 4 | 42.8 | 9.7 | 174 | 32 | £51790 |

**EV9** - 5015x1980mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 99.8kWh (201) auto Air 7st | 349 | 9.4 | 0 | 45 | £65035 |
| 99.8kWh (378) at AWD GT-Line 7st | 313 | 5.3 | 0 | 50 | £73285 |
| 99.8kWh (378) at AWD GT-Li S 7st | 313 | 5.3 | 0 | 50 | £76035 |
| 99.8kWh (378) at AWD GT-Li S 6st | 313 | 5.3 | 0 | 50 | £77035 |
| 99.8kWh (502) auto AWD GT | 280 | 4.6 | 0 | 50 | £82185 |

## LAMBORGHINI

**Dealers:** 7 **Warranty:** 3 yrs/unlimited mls

**Urus** - 5123x2022mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0T V8 PHEV (800) auto SE | N/A | 3.4 | N/A | 50 | £208000 |
| 4.0T V8 FSI (666) auto S | 20.0 | 3.5 | 320 | 50 | £186509 |
| 4.0T V8 FSI (666) auto Performante | 20.0 | 3.3 | 320 | 50 | £208398 |

**Four seats:** add £3150

**Temerario** - 4706x1996mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (920) auto AWD | N/A | 2.7 | N/A | N/A | £260035 |
| 4.0 V8TT (920) auto AWD Alleggerita | N/A | 2.7 | N/A | N/A | £297235 |

**Revuelto** - 4947x2033mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.5 V12 (1015) auto AWD Coupe | 23.7 | 2.5 | 316 | 50 | £452040 |

## LAND ROVER

**Dealers:** 130 **Warranty:** 3 yrs/unlimited mls

**Discovery Sport** - 4597x2069mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T P270e auto AWD S | 185.3 | 7.4 | 35 | 37 | £50260 |
| 1.5T P270e at AWD Dynamic SE | 178.6 | 7.4 | 36 | 39 | £52880 |
| 1.5T P270e at AWD Dynamic HSE | 175.2 | 7.4 | 37 | 42 | £58030 |
| 2.0 D165 auto AWD S | 42.7 | 10.2 | 173 | 28 | £44540 |
| 2.0 D165 auto AWD Dynamic SE | 42.0 | 10.2 | 176 | 30 | £48060 |
| 2.0 D200 auto AWD S | 42.7 | 8.6 | 173 | 32 | £45940 |
| 2.0 D200 auto AWD Dynamic SE | 42.0 | 8.6 | 176 | 34 | £49460 |
| 2.0 D200 auto AWD Dynamic HSE | 41.7 | 8.6 | 178 | 39 | £54610 |

**Defender 90** - 4583x2008mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 5.0 V8 S/C P425 auto AWD X | 20.2 | 5.6 | 316 | 45 | £96190 |
| 5.0 V8 S/C P525 auto AWD V8 | 19.9 | 5.2 | 320 | 50 | £113250 |
| 3.0 D250 auto AWD X-Dynamic SE | 33.6 | 8.0 | 220 | 37 | £61440 |
| 3.0 D250 at AWD X-Dynamic HSE | 33.3 | 8.0 | 222 | 38 | £68175 |
| 3.0 D350 auto AWD S | 33.7 | 6.2 | 219 | 41 | £59960 |
| 3.0 D350 auto AWD X-Dynamic SE | 33.6 | 6.2 | 221 | 41 | £64940 |
| 3.0 D350 at AWD X-Dynamic HSE | 33.3 | 6.2 | 222 | 44 | £71675 |
| 3.0 D350 auto AWD X | 33.0 | 6.2 | 224 | 46 | £90385 |

**Defender 110** - 5018x2008mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.4 V8TT P635 auto AWD Octa | 21.4 | 3.8 | 298 | 50 | £148045 |
| 4.4 V8TT P635 auto AWD Octa Ed 1 | 21.1 | 3.8 | 302 | 50 | £163545 |
| 5.0 V8 S/C P425 auto AWD X | 19.9 | 5.8 | 321 | 46 | £100395 |
| 2.0T P300e auto AWD S | 104.2 | 7.6 | 61 | 41 | £69810 |
| 2.0T P300e at AWD X-Dynamic SE | 103.0 | 7.6 | 62 | 42 | £76765 |
| 2.0T P300e at AWD X-Dynam HSE | 101.6 | 7.6 | 63 | 44 | £79580 |
| 2.0T P300e at AWD Sedona Ed | 99.5 | 7.6 | 64 | 45 | £86710 |
| 2.0T P300e auto AWD X | 98.6 | 7.6 | 65 | 46 | £95040 |
| 3.0 D250 auto AWD S | 33.1 | 8.3 | 223 | 38 | £62120 |
| 3.0 D250 auto AWD X-Dynamic SE | 32.8 | 8.3 | 225 | 39 | £69470 |
| 3.0 D250 at AWD X-Dynamic HSE | 32.8 | 8.3 | 226 | 39 | £73660 |
| 3.0 D350 auto AWD S | 33.1 | 6.4 | 224 | 38 | £66290 |
| 3.0 D350 auto AWD X-Dynamic SE | 32.8 | 6.4 | 226 | 43 | £75020 |
| 3.0 D350 at AWD X-Dynamic HSE | 32.7 | 6.4 | 226 | 44 | £77835 |
| 3.0 D350 at AWD Sedona Edition | 32.5 | 6.4 | 228 | 45 | £84470 |
| 3.0 D350 auto AWD X | 32.3 | 6.4 | 229 | 46 | £95970 |

**Defender 130** - 5358x2008mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 5.0 V8 S/C P425 at AWD X-Dyn SE | 19.9 | 6.2 | 321 | 43 | £89670 |
| 5.0 V8 S/C P425 at AWD X-Dy HSE | 19.8 | 6.2 | 322 | 46 | £93175 |
| 5.0 V8 S/C P425 auto AWD X | 19.8 | 6.2 | 323 | 48 | £111075 |
| 5.0 V8 S/C P500 auto AWD V8 | 19.6 | 5.7 | 325 | 50 | £120980 |
| 3.0 D350 auto AWD X-Dynamic SE | 32.3 | 6.8 | 229 | 43 | £83925 |
| 3.0 D350 at AWD X-Dynamic HSE | 32.2 | 6.8 | 230 | 46 | £87490 |
| 3.0 D350 auto AWD Outbound | 32.4 | 6.8 | 229 | 43 | £85060 |
| 3.0 D350 auto AWD X | 31.8 | 6.8 | 233 | 47 | £104390 |

**Discovery** - 4956x2000mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 D350 auto AWD S | 34.8 | 6.3 | 213 | 43 | £64610 |
| 3.0 D350 auto AWD Dynamic SE | 34.3 | 6.3 | 216 | 43 | £70410 |
| 3.0 D350 auto AWD Dynamic HSE | 32.8 | 6.3 | 217 | 45 | £74775 |
| 3.0 D350 at AWD Metropolitan Ed | 33.8 | 6.3 | 219 | 45 | £79670 |

**Range Rover Evoque** - 4371x1996mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 P160 auto S | 35.9 | 9.7 | 178 | 25 | £44755 |
| 2.0 P160 auto Dynamic SE | 35.3 | 9.7 | 181 | 26 | £47330 |
| 1.5 P270e auto AWD S | 196.0 | 6.8 | 33 | 34 | £49110 |
| 1.5 P270e auto AWD Dynamic SE | 194.7 | 6.8 | 33 | 36 | £53235 |
| 1.5 P270e at AWD Autobiography | 190.9 | 6.8 | 34 | 39 | £58385 |
| 2.0 D165 auto AWD S | 44.0 | 9.2 | 168 | 26 | £44380 |
| 2.0 D165 auto AWD Dynamic SE | 43.6 | 9.2 | 170 | 29 | £47755 |
| 2.0 D200 auto AWD S | 44.0 | 7.9 | 168 | 29 | £45435 |
| 2.0 D200 auto AWD Dynamic SE | 43.6 | 7.9 | 170 | 33 | £49560 |
| 2.0 D200 at AWD Autobiography | 42.0 | 7.9 | 176 | 34 | £55540 |

**Range Rover Velar** - 4797x2041mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T P400 auto AWD Dynamic SE | 28.9 | 5.2 | 223 | 43 | £69025 |
| 3.0T P400 at AWD Autobiography | 28.2 | 5.2 | 228 | 47 | £77735 |
| 2.0T P400e auto AWD S | 161.1 | 5.1 | 40 | 43 | £65445 |
| 2.0T P400e auto AWD Dynamic SE | 157.7 | 5.1 | 41 | 44 | £69670 |
| 2.0T P400e at AWD Autobiography | 150.7 | 5.1 | 43 | 44 | £75005 |
| 2.0 D200 auto AWD S | 43.7 | 7.8 | 170 | 36 | £55410 |
| 2.0 D200 auto AWD Dynamic SE | 42.8 | 7.8 | 173 | 36 | £60395 |
| 2.0 D200 auto AWD Autobiography | 41.5 | 7.8 | 204 | 36 | £67630 |
| 3.0 D300 auto AWD Dynamic SE | 38.4 | 6.1 | 193 | 42 | £66905 |
| 3.0 D300 at AWD Autobiography | 37.5 | 6.1 | 197 | 46 | £73540 |

**Range Rover Sport** - 4946x2047mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT P460e auto AWD SE | 382.4 | 5.3 | 17 | 50 | £90310 |
| 3.0TT P460e at AWD Dynamic SE | 385.6 | 5.3 | 17 | 50 | £93310 |
| 3.0TT P460e auto AWD Autobiog | 366.7 | 5.3 | 17 | 50 | £104830 |
| 3.0TT P550e auto AWD Autobiog | 362.2 | 4.7 | 18 | 50 | £114160 |
| 4.4 V8TT P530 auto AWD Autobiog | 24.7 | 4.3 | 259 | 50 | £119025 |
| 4.4 V8TT P635 auto AWD SV Ed 2 | 23.6 | 3.7 | 272 | 50 | £174545 |
| 3.0 D250 auto AWD S | 39.4 | 7.3 | 188 | 44 | £76350 |
| 3.0 D300 auto AWD SE | 38.8 | 6.1 | 191 | 47 | £85575 |
| 3.0 D300 auto AWD Dynamic SE | 38.9 | 6.1 | 191 | 48 | £88575 |
| 3.0 D300 at AWD Autobiography | 38.1 | 6.1 | 195 | 50 | £100095 |
| 3.0 D350 at AWD Autobiography | 38.1 | 5.5 | 194 | 50 | £104275 |

**Range Rover** - 5052x2047mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.4TT V8 P530 at AWD Autobiog | 24.3 | 4.4 | 264 | 50 | £145145 |
| 4.4TT V8 P615 auto AWD SV | 24.1 | 4.3 | 266 | 50 | £174345 |
| 3.0TT P460e auto AWD SE | 375.7 | 5.5 | 17 | 50 | £115915 |
| 3.0TT P460e auto AWD HSE | 369.6 | 5.5 | 17 | 50 | £121635 |
| 3.0TT P460e auto AWD Autobiog | 360.1 | 5.5 | 18 | 50 | £134795 |
| 3.0TT P550e auto AWD Autobiog | 356.9 | 4.8 | 18 | 50 | £138665 |
| 3.0TT P550e auto AWD SV | 343.1 | 4.8 | 19 | 50 | £161865 |
| 3.0 D300 auto AWD SE | 38.2 | 6.3 | 194 | 50 | £105675 |
| 3.0 D300 auto AWD HSE | 37.8 | 6.3 | 196 | 50 | £111755 |
| 3.0 D300 at AWD Autobiography | 37.5 | 6.3 | 198 | 50 | £125355 |
| 3.0 D350 auto AWD SE | 38.3 | 5.7 | 194 | 50 | £108775 |
| 3.0 D350 auto AWD HSE | 37.9 | 5.7 | 196 | 50 | £114855 |
| 3.0 D350 at AWD Autobiography | 37.6 | 5.7 | 197 | 50 | £128455 |

**Range Rover LWB** - 5252x2047mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.4TT V8 P530 at AWD Autob 7st | 24.0 | 4.4 | 266 | 50 | £147145 |
| 4.4TT V8 P615 auto AWD SV | 24.1 | 4.4 | 266 | 50 | £194175 |
| 3.0TT P460e at AWD Autobiog | 346.2 | 5.6 | 19 | 50 | £137545 |

# NEW CAR PRICES

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT P460e auto AWD SV | 336.2 | 5.6 | 19 | 50 | £178290 |
| 3.0 D350 auto AWD HSE 7st | 36.8 | 6.0 | 201 | 50 | £120055 |
| 3.0 D350 auto AWD Autobiog 7st | 36.7 | 6.0 | 202 | 50 | £130455 |

**Four seats:** add £600 to P530/D350 Autobiography

## LEAPMOTOR

**Dealers:** 8 **Warranty:** 3 years

**T03** - 3620x1652mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 37kWh (95) auto T03 | 165 | 12.7 | 0 | N/A | £15995 |

**C10** - 4739x1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 70kWh (218) auto C10 | 261 | 7.5 | 0 | N/A | £36500 |

## LEXUS

**Dealers:** 51 **Warranty:** 3 yrs/60000 mls

**ES** - 4975x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 Hybrid (218) at 300h Premium | 53.2 | 8.9 | 120 | 35 | £43945 |
| 2.5 Hybrid (218) auto 300h Takumi | 53.2 | 8.9 | 121 | 36 | £57495 |

**Premium Plus:** add £5150 to Premium

**LM** - 5130x1890mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 Hybrid (250) auto 350h | 42.1 | 9.1 | 152 | 29 | £89995 |
| 2.5 Hybrid (250) auto AWD 350h | 39.2 | 9.1 | 163 | 29 | £92995 |
| 2.5 Hyb (250) at AWD 350h Takumi | 39.2 | 9.1 | 163 | 29 | £112995 |

**LBX** - 4190x1825mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 Hybrid (136) auto Urban | 65.7 | 9.6 | 105 | 23 | £29995 |
| 1.5 Hybrid (136) auto Premium | 65.7 | 9.6 | 105 | 23 | £32845 |
| 1.5 Hybrid (136) at Premium Plus | 65.7 | 9.6 | 105 | 24 | £34845 |
| 1.5 Hybrid (136) auto Takumi | 65.7 | 9.6 | 105 | 25 | £38525 |
| 1.5 Hybrid (136) at Takumi AWD | 62.8 | 9.6 | 115 | 24 | £40525 |

**Design:** add £1100 to Premium Plus, add £1000 to Takumi

**UX** - 4495x1840mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 Hyb (199) auto 300h Urban | 56.4 | 8.1 | 113 | 24 | £35245 |
| 2.0 Hyb (199) auto 300h Premium | 56.4 | 8.1 | 113 | 24 | £37245 |
| 2.0 Hyb (199) at 300h Premium Plus | 54.3 | 8.1 | 117 | 26 | £42945 |
| 2.0 Hyb (199) auto 300h F Sport | 54.3 | 8.1 | 118 | 26 | £44745 |
| 2.0 Hyb (199) auto 300h Takumi | 54.3 | 8.1 | 118 | 30 | £48845 |
| 2.0 Hyb (199) at E4 300h Premium+ | 50.4 | 7.9 | 126 | 27 | £44945 |
| 2.0 Hyb (199) auto E4 300h F Sport | 50.4 | 7.9 | 127 | 27 | £46745 |
| 2.0 Hyb (199) auto E4 300h Takumi | 50.4 | 7.9 | 127 | 31 | £50845 |
| 72.8kWh (204) auto 300e Urban | 279 | 7.5 | 0 | 38 | £40065 |
| 72.8kWh (204) auto 300e Prem | 279 | 7.5 | 0 | 38 | £42145 |
| 72.8kWh (204) at 300e Prem Plus | 279 | 7.5 | 0 | 38 | £44145 |
| 72.8kWh (204) auto 300e Takumi | 279 | 7.5 | 0 | 38 | £51145 |

**F Sport Design:** add £2600 to Urban
**F Sport Takumi:** add £5300 to F Sport

**NX** - 4660x1865mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 Hyb (243) auto 350h Urban | 49.5 | 8.7 | 129 | 35 | £44845 |
| 2.5 Hyb (243) auto 350h Premium | 49.5 | 8.7 | 129 | 35 | £46645 |
| 2.5 Hyb (243) auto 350h Takumi | 49.5 | 8.7 | 129 | 32 | £58895 |
| 2.5 Hyb (243) auto 350h Urban AWD | 47.0 | 7.7 | 135 | 36 | £45845 |
| 2.5 Hyb (243) at 350h Prem AWD | 47.0 | 7.7 | 136 | 36 | £47645 |
| 2.5 Hyb (243) at 350h F Sport AWD | 44.8 | 7.7 | 143 | 35 | £55395 |
| 2.5 Hyb (243) at 350h Takumi AWD | 44.1 | 7.7 | 145 | 40 | £59895 |
| 2.5 PHEV (309) at 450h+ Prem AWD | 313.9 | 6.3 | 22 | 40 | £50245 |
| 2.5 PHEV (309) at 450h+ F Spt AWD | 256.8 | 6.3 | 25 | 40 | £57895 |
| 2.5 PHEV (309) at 450h+ T'mi AWD | 256.8 | 6.3 | 26 | 43 | £59895 |

**Premium Plus:** add £6250 to Premium Hybrid, add £5970 to PHEV
**F Sport Takumi:** add £7450 to F Sport AWD, add £2750 to F Sport PHEV

**RZ** - 4805x1895mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 71.4kWh (204) auto 300e Urban | 297 | 8.0 | 0 | 38 | £50145 |
| 71.4kWh (204) auto 300e Premium | 295 | 8.0 | 0 | 38 | £52445 |
| 71.4kWh (204) auto 300e Takumi | 267 | 8.0 | 0 | 40 | £60145 |
| 71.4kWh (313) auto 450e Premium | 271 | 5.6 | 0 | 44 | £58045 |
| 71.4kWh (313) auto 450e Takumi | 252 | 5.6 | 0 | 45 | £65745 |

**Premium Plus:** add £2300 to Premium

**RX** - 4890x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 Hybrid (250) at 350h Premium | 44.8 | 7.9 | 150 | 42 | £63345 |
| 2.5 Hybrid (250) auto 350h F Sport | 44.8 | 7.9 | 150 | 42 | £70345 |
| 2.5 Hybrid (250) auto 350h Takumi | 44.8 | 7.9 | 145 | 43 | £77845 |
| 2.4T Hyb (371) auto 500h F Sport | 35.3 | 6.2 | 182 | 46 | £80695 |
| 2.5 PHEV (309) at 450h+ Premium | 256.8 | 6.5 | 25 | 44 | £65045 |
| 2.5 PHEV (309) auto 450h+ F Sport | 256.8 | 6.5 | 25 | 44 | £71045 |
| 2.5 PHEV (309) auto 450h+ Takumi | 256.8 | 6.5 | 25 | 45 | £77295 |

**Premium Plus:** add £6000 to 350h Premium, add £5500 to 450h+ Premium

## LOTUS

**Dealers:** 18 **Warranty:** 3 yrs/36000 mls

**Emeya** - 5139x2005mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 102kWh (611) auto Emeya | 360 | 4.2 | 0 | N/A | £96200 |
| 102kWh (611) auto Emeya S | 344 | 4.2 | 0 | N/A | £108700 |
| 102kWh (917) auto Emeya R | 298 | 2.8 | 0 | N/A | £131200 |

**Eletre** - 5103x2135mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 112kWh (611) auto Eletre | 373 | 4.5 | 0 | 50 | £90750 |
| 112kWh (611) auto Eletre S | 373 | 4.5 | 0 | 50 | £105750 |
| 112kWh (917) auto Eletre R | 304 | 3.0 | 0 | 50 | £120000 |

**Emira** - 4413x1895mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (360) auto First Edition | 30.7 | 4.3 | 208 | N/A | £82595 |
| 3.5 V6 S/C (400) First Edition | 25.0 | 4.2 | 258 | N/A | £87095 |
| 3.5 V6 S/C (400) auto First Edition | 27.0 | 4.6 | 258 | N/A | £88895 |

## McLAREN

**Dealers:** 8 **Warranty:** 3 years

**Artura** - 4539x1976mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6TT hybrid (700) auto Coupe | 58.9 | 3.0 | 108 | 50 | £202660 |
| 3.0 V6TT hybrid (700) auto Spider | 58.9 | 3.0 | 108 | 50 | £222760 |

**750S** - 4569x2161mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT auto 750S | 23.2 | 2.8 | 276 | 50 | £252260 |
| 4.0 V8TT auto 750S Spider | 23.2 | 2.8 | 276 | 50 | £277260 |

**GTS** - 4683x2045mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 4.0 V8TT (635) auto GT | 26.2 | 3.2 | 270 | 50 | £179260 |

## MASERATI

**Dealers:** 9 **Warranty:** 3 yrs/unlimited mls

**Grecale** - 4847x1979mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (300) auto GT | 32.1 | 5.6 | 199 | N/A | £64055 |
| 2.0T (330) auto Modena | 31.4 | 5.3 | 203 | N/A | £71310 |
| 3.0 V6TT (530) auto Trofeo | 25.2 | 3.8 | 254 | N/A | £102775 |
| 105kWh (550) auto Folgore | 310 | 4.1 | 0 | N/A | £99000 |

**GranTurismo** - 4966x1957mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6TT (490) auto Modena | 27.8 | 3.9 | 230 | N/A | £133120 |
| 3.0 V6TT (550) auto Trofeo | 27.8 | 3.5 | 230 | N/A | £163590 |
| 3.0 V6TT (761) auto Folgore | 280 | 2.7 | 0 | N/A | £179950 |

**GranCabrio:** add £5995 to Trofeo, add £5660 to Folgore

**MC20** - 4669x1965mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6TT (630) auto MC20 Coupe | 24.4 | 2.9 | 262 | N/A | £204465 |
| 3.0 V6TT (630) auto MC20 Cielo | 24.1 | 3.0 | 265 | N/A | £229465 |

## MAXUS

**Dealers:** 57 **Warranty:** 5 yrs/100000 mls

**Mifa 7** - 4907x1885mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (241) auto Elite | 255 | N/A | 0 | N/A | £48774 |
| 77kWh (241) auto Luxury | 255 | N/A | 0 | N/A | £50580 |
| 90kWh (241) auto Premium | 298 | N/A | 0 | N/A | £54780 |

**Mifa 9** - 5270x2000mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 90kWh (241) auto Elite | 269 | 9.9 | 0 | N/A | £65086 |
| 90kWh (241) auto Luxury | 269 | 9.9 | 0 | N/A | £70613 |
| 90kWh (241) auto Premium | 269 | 9.9 | 0 | N/A | £77482 |

**T90 EV** - 5365x1900mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 89kWh (177) auto Elite 2WD | 205 | N/A | 0 | N/A | £60720 |

## MAZDA

**Dealers:** 154 **Warranty:** 3 yrs/60000 mls

**2 Hybrid** - 3940x1745mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 VVT-i Hyb (116) at Centre-Line | 74.3 | 9.7 | 87 | 14 | £24280 |
| 1.5 VVT-i Hyb (116) at Exclu-Line | 74.3 | 9.7 | 92 | 14 | £25575 |
| 1.5 VVT-i Hyb (116) at Homura | 74.3 | 9.7 | 97 | 14 | £27475 |
| 1.5 VVT-i Hyb (116) at Homura+ | 74.3 | 9.7 | 98 | 15 | £29425 |

**3** - 4460x1795mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 Skyactiv-G (140) Prime-Line | 47.1 | 9.5 | 133 | 18 | £24730 |
| 2.5 Skyactiv-G (140) Centre-Line | 47.1 | 9.5 | 133 | 18 | £25830 |
| 2.5 Skyactiv-G (140) Exclusive-Li | 47.1 | 9.5 | 135 | 19 | £27530 |
| 2.5 Skyactiv-G (140) auto Homura | 44.8 | 9.5 | 141 | 17 | £27875 |
| 2.5 Skyactiv-G (140) at Exclusiv-Li | 44.8 | 9.5 | 141 | 18 | £29075 |
| 2.0 e-Skyactiv-X (186) Centre-Line | 53.3 | 8.1 | 123 | 22 | £27675 |
| 2.0 e-Skyactiv-X (186) Exclusive-Li | 53.3 | 8.1 | 126 | 23 | £29975 |
| 2.0 e-Skyactiv-X (186) at Exclus-Li | 47.1 | 8.5 | 138 | 22 | £31575 |

**Saloon:** same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

**CX-30** - 4395x1795mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 e-Skyactiv G (140) Prime-Line | 47.1 | 9.7 | 135 | 16 | £26135 |
| 2.5 e-Skyactiv G (140) Centre-Line | 47.1 | 9.7 | 135 | 16 | £27735 |
| 2.5 e-Skyactiv G (140) Exclusive-Li | 47.1 | 9.7 | 136 | 17 | £29435 |
| 2.5 e-Skyactiv G (140) at Centre-Li | 42.8 | 10.3 | 147 | 15 | £29235 |
| 2.5 e-Skyactiv G (140) at Exclu-Li | 42.8 | 10.3 | 147 | 16 | £30935 |
| 2.0 e-Skyactiv X (186) Centre-Line | 49.6 | 8.3 | 129 | 20 | £29535 |
| 2.0 e-Skyactiv X (186) Exclusive-Li | 49.6 | 8.3 | 128 | 20 | £31835 |
| 2.0 e-Skyactiv X (186) Takumi AWD | 46.3 | 8.8 | 139 | 21 | £36535 |
| 2.0 e-Skyactiv X (186) at Centre-Li | 46.3 | 8.6 | 139 | 19 | £31135 |
| 2.0 e-Skyactiv X (186) at Exclu-Li | 46.3 | 8.6 | 140 | 19 | £33435 |
| 2.0 e-Skyac-X (186) at Takumi AWD | 42.8 | 9.0 | 148 | 21 | £38035 |

**Homura:** add £1100 to Centre-Line
**Takumi:** add £2400 to Exclusive-Line

**MX-30** - 4395x1795mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 830cc e-S'activ R-EV (170) at Prime | 282.5 | 9.1 | 21 | 22 | £31605 |
| 830cc e-S'activ R-EV (170) at Excl | 282.5 | 9.1 | 21 | 22 | £33605 |
| 830cc e-S'act R-EV (170) at M'koto | 282.5 | 9.1 | 21 | 23 | £36205 |

**CX-5** - 4575x1845mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 e-Skyactiv-G (165) Centre-Line | 43.5 | 10.7 | 146 | 17 | £31330 |
| 2.0 e-Skyactiv-G (165) Exclusive-Li | 43.5 | 10.7 | 146 | 18 | £34430 |
| 2.0 e-Skyactiv-G (165) Takumi | 43.5 | 10.7 | 146 | 19 | £36830 |
| 2.0 e-Skyactiv-G (165) at Centre-Li | 40.9 | 10.2 | 155 | 17 | £33750 |
| 2.0 e-Skyactiv-G (165) auto Excl-Li | 40.9 | 10.2 | 156 | 18 | £36850 |
| 2.0 e-Skyactiv-G (165) at Takumi | 40.9 | 10.2 | 156 | 19 | £39250 |
| 2.5 e-S'activ-G (194) at Tk'mi AWD | 37.2 | 9.5 | 171 | 21 | £42280 |
| 2.2 Skyactiv-D (184) Exclusive-Li | 50.4 | 9.2 | 147 | 26 | £36630 |
| 2.2 Skyactiv-D (184) auto Excl-Li | 43.6 | 9.3 | 160 | 25 | £39050 |
| 2.2 S'activ-D (184) Takumi AWD | 44.8 | 9.3 | 165 | 26 | £41450 |
| 2.2 S'activ-D (184) at Takumi AWD | 42.8 | 9.6 | 173 | 27 | £43880 |

**Newground:** add £1000 to Skyactiv-G 165 Centre-Line
**Homura:** add £2000 to Skyactiv-G 165 Exclusive-Line

**CX-60** - 4745x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 e-S'activ PHEV (327) at Excl-Li | 201.8 | 5.8 | 32 | 38 | £46640 |
| 2.5 e-S'activ PHV (327) at Homura | 201.8 | 5.8 | 32 | 39 | £49790 |
| 2.5 e-S'activ PHEV (327) at Takumi | 201.8 | 5.8 | 32 | 39 | £50740 |
| 3.3 e-S'activ D (200) at Exclusive-Li | 55.4 | 8.4 | 132 | 33 | £46700 |
| 3.3 e-S'activ D (254) at Exc-Li AWD | 51.4 | 7.4 | 139 | 38 | £49350 |
| 3.3 e-S'activ D (254) at H'ura AWD | 51.4 | 7.4 | 140 | 38 | £52500 |
| 3.3 e-S'activ D (254) at Tk'mi AWD | 51.4 | 7.4 | 142 | 39 | £53450 |

**Plus:** add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

**CX-80** - 4995x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 e-S'activ PHEV (327) at Excl-Li | 176.6 | 6.8 | 35 | 37 | £49780 |
| 2.5 e-S'activ PHV (327) at Homura | 176.6 | 6.8 | 35 | 38 | £52930 |
| 2.5 e-S'activ PHEV (327) at Takumi | 176.6 | 6.8 | 36 | 38 | £53880 |
| 3.3 e-S'activ D (254) at Exc-Li AWD | 49.6 | 8.4 | 148 | 37 | £52475 |
| 3.3 e-S'activ D (254) at H'ura AWD | 49.6 | 8.4 | 149 | 38 | £55625 |
| 3.3 e-S'activ D (254) at Tk'mi AWD | 49.6 | 8.4 | 149 | 38 | £56575 |

**Plus:** add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

**MX-5** - 3915x1735mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 Skyactiv-G (132) Prime-Line | 44.8 | 8.3 | 140 | 27 | £28285 |
| 1.5 Skyactiv-G (132) Exclusive-Li | 44.8 | 8.3 | 140 | 27 | £30285 |
| 2.0 Skyactiv-G (184) Exclusive-Li | 40.9 | 6.5 | 153 | 33 | £33115 |
| 2.0 Skyactiv-G (184) Homura | 40.9 | 6.5 | 153 | 33 | £35515 |

**MX-5 RF:** add £1900

## MERCEDES

**Dealers:** 147 **Warranty:** 3 yrs/unlimited mls

**A-Class** - 4428x1796mm
**Euro NCAP:** ★★★★★ **Driver Power:** 11th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3T (136) at A 180 Sport Edition | 47.1 | 9.2 | 131 | 20 | £31300 |
| 1.3T (136) auto A 180 Sport Exec | 47.1 | 9.2 | 131 | 20 | £32685 |
| 1.3T (163) auto A 200 Sport Exec | 47.1 | 8.2 | 135 | 23 | £34235 |
| 1.3T (218) at A 250 e AMG Li Exec | 313.9 | 7.4 | 17 | 23 | £41165 |
| 2.0T (306) at AMG A 35 4MT Tour | 33.2 | 4.7 | 193 | 36 | £47960 |
| 2.0T (421) at AMG A 45 S 4MATIC+ | 30.7 | 3.9 | 208 | 41 | £65395 |
| 2.0 (150) auto A 200 d Sport Exec | 57.7 | 8.3 | 130 | 23 | £35235 |

**AMG Line Executive:** add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

**B-Class** - 4419x1796mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3T (163) auto B 200 Sport Exec | 46.3 | 8.4 | 136 | 25 | £35965 |
| 2.0 (150) auto B 200 d Sport Exec | 55.4 | 8.5 | 135 | 25 | £37065 |

**AMG Line Executive:** add £2300 to Sport Executive

**CLA-Class** - 4731x1855mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 85kWh (272) at 250+ Sport Edition | 484 | 6.7 | 0 | N/A | £45615 |
| 85kWh (272) at 250+ AMG Line Ed | 482 | 6.7 | 0 | N/A | £49375 |
| 85kWh (272) at 250+ AMG Line Prem | 462 | 6.7 | 0 | N/A | £51770 |

**C-Class** - 4793-4842x1820-1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** 5th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (204) auto C 200 AMG Line | 43.5 | 7.3 | 142 | 38 | £46175 |
| 2.0T (258) at C 300 AMG Line Prem | 40.9 | 6.0 | 153 | 40 | £53495 |
| 2.0T (313) auto C 300 e AMG Line | 565.0 | 6.1 | 12 | 45 | £51970 |
| 2.0T (408) auto AMG C 43 4MATIC | 30.7 | 4.3 | 209 | 44 | £69960 |
| 2.0T (476) at AMG C 63 S e 4MT+ | 31.4 | 3.4 | 205 | 50 | £100935 |
| 2.0 (200) auto C 220 d AMG Line | 60.1 | 7.5 | 119 | 39 | £47575 |
| 2.0 (265) at C 300 d AMG Li Prem | 53.3 | 5.7 | 136 | 41 | £54925 |

**C-Class Estate** - 4793-4842x1820-1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** 5th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (204) auto C 200 AMG Line | 44.1 | 7.5 | 147 | 38 | £47925 |
| 2.0T (258) at C 300 AMG Line Prem | 40.9 | 6.0 | 157 | 40 | £55245 |
| 2.0T (313) auto C 300 e AMG Line | 565.0 | 6.3 | 13 | 45 | £57220 |
| 2.0T (408) auto AMG C 43 4MATIC | 30.4 | 4.4 | 209 | 44 | £71710 |
| 2.0T (476) at AMG C 63 S e 4MAT+ | 31.4 | 3.4 | 205 | 50 | £102685 |
| 2.0 (200) auto C 220 d AMG Line | 62.8 | 7.6 | 123 | 39 | £49235 |
| 2.0 (265) at C 300 d AMG Li Prem | 53.3 | 5.8 | 139 | 41 | £56675 |

**E-Class** - 4949-4959x1880mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (204) auto E 200 AMG Line | 43.5 | 7.5 | 148 | 42 | £56650 |
| 2.0T (313) at E 300 e Urban Edition | 470.8 | 6.4 | 13 | 50 | £65720 |
| 2.0T (313) at E 300 e AMG Line P | 470.8 | 6.4 | 13 | 50 | £70845 |
| 3.0T (449) at E 53 Hyb 4MATIC+ | 313.9 | 3.8 | 21 | 50 | £92120 |
| 2.0 (197) auto E 220 d AMG Line | 58.9 | 7.6 | 125 | 42 | £58300 |
| 2.0 (197) auto E 300 de Urban Ed | 706.3 | 6.4 | 11 | 49 | £67720 |
| 2.0 (197) at E 300 de AMG Line Pr | 706.3 | 6.4 | 11 | 50 | £72845 |
| 3.0 (367) at E 450 d AMG Li Pr 4MT | 47.1 | 4.8 | 158 | 50 | £81095 |

**E-Class Estate** - 4949-4959x1880mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (204) auto E 200 AMG Line | 41.5 | 7.8 | 155 | 42 | £59720 |
| 2.0T (313) at E 300 e Urban Edition | 470.8 | 6.5 | 14 | 50 | £67970 |
| 2.0T (313) at E 300 e AMG Line P | 470.8 | 6.5 | 14 | 50 | £73095 |
| 3.0T (449) at E 53 Hyb 4MATIC+ | 282.5 | 3.9 | 23 | 50 | £94370 |
| 2.0 (197) auto E 220 d AMG Line | 56.5 | 7.9 | 131 | 42 | £60650 |
| 2.0 (197) auto E 300 de Urban Ed | 565.0 | 6.6 | 12 | 49 | £69970 |
| 2.0 (197) at E 300 de AMG Line Pr | 565.0 | 6.6 | 13 | 50 | £75095 |
| 3.0 (367) at E 450 d AMG Li Pr 4MT | 44.8 | 5.0 | 164 | 50 | £83345 |

**EQE** - 4946x1906mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 96kWh (292) at EQE 350+ Sport Ed | 429 | 6.5 | 0 | 50 | £69365 |
| 91kWh (292) at EQE 350+ AMG Li Ed | 429 | 6.5 | 0 | 50 | £74615 |
| 91kWh (408) at EQE 500 AMG Li Ed | 385 | 4.7 | 0 | 50 | £82615 |
| 91kWh (625) at AMG EQE 53 4MT | 306 | 3.5 | 0 | 50 | £105995 |

**S-Class** - 5320x1954mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 (299) at S 450 e L 4MT AMG Line | 403.6 | 5.9 | 17 | 50 | £111665 |
| 3.0 (449) at S 500 L 4MT AMG Line | 32.8 | 4.7 | 195 | 50 | £112895 |
| 3.0 (517) at S 580 e L AMG Line | 353.1 | 4.9 | 19 | 50 | £119370 |
| 3.0 (517) at S 580 e Maybach | 313.9 | 5.1 | 21 | 50 | £174770 |
| 4.0 V8 (503) at S 580 4MT Maybach | 26.4 | 4.8 | 242 | 50 | £181490 |
| 4.0 V8TT (802) auto AMG S 63 E Perf | 35.8 | 3.3 | 179 | 50 | £193525 |
| 6.0 V12 (612) at S 680 4MT M'bach 1st | 20.9 | 4.5 | 321 | 50 | £226595 |
| 3.0 (313) auto S 350 d L AMG Line | 44.8 | 5.6 | 166 | 50 | £100390 |
| 3.0 (367) at S 450 d L 4MT AMG Li | 43.5 | 5.0 | 171 | 50 | £105785 |

**EQS** - 5216x1926mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 96kWh (292) auto 350 AMG Line | 409 | 6.7 | 0 | 50 | £99845 |
| 118kWh (360) at 450+ AMG Line | 481 | 6.2 | 0 | 50 | £112620 |
| 118kWh (360) at 450 4MAT AMG Li | 467 | 5.7 | 0 | 50 | £115920 |

**Business Class:** add £7000 to AMG Line

**V-Class** - 4895-5370x1928mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 (163) auto V 220 d Premium L | 37.2 | 11.1 | 192 | 37 | £76320 |
| 2.0 (237) auto V 300 d Premium L | 36.2 | 7.9 | 196 | 43 | £81600 |
| 2.0 (237) auto V 300 d Exclusive L | 36.2 | 7.9 | 200 | 43 | £91960 |
| 2.0 (163) auto V 220 d Premium XL | 37.2 | 11.2 | 194 | 37 | £77330 |
| 2.0 (237) auto V 300 d Premium XL | 36.2 | 7.9 | 198 | 43 | £82610 |
| 2.0 (237) at V 300 d Exclusive XL | 36.2 | 7.9 | 199 | 43 | £88770 |
| 2.0 (237) auto V 300 d M.P Prem L | 34.9 | 8.6 | 207 | 44 | £88455 |

**EQV** - 5370x1928mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 90kWh (204) at EQV 300 Exec Long | 222 | 12.1 | 0 | 44 | £92255 |

**GLA-Class** - 4412-4436x1834-1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3T (136) at 180 Sport Edition | 42.8 | 10.0 | 148 | 29 | £35880 |
| 1.3T (163) at 200 Sport Executive | 43.5 | 8.9 | 148 | 29 | £38065 |
| 2.0T (218) auto 250 e AMG Li Exec | 256.8 | 7.9 | 24 | 40 | £45630 |
| 2.0T (306) auto AMG 35 4MATIC | 32.1 | 5.2 | 201 | 41 | £55570 |
| 2.0T (421) at AMG 45 S 4MATIC+ | 28.5 | 4.3 | 225 | 41 | £73330 |
| 2.0 (150) at 200 d Sport Executive | 51.4 | 8.8 | 142 | 31 | £39115 |
| 2.0 (190) at 220 d 4MT AMG Li Ex | 48.7 | 7.5 | 151 | 36 | £46990 |

**AMG Line Executive:** add £3480 to Sport Executive

**EQA** - 4463x1834mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 67kWh (190) auto 250+ Sport Exec | 346 | 8.6 | 0 | 44 | £49760 |
| 67kWh (190) auto 250+ Urban Ed | 346 | 8.6 | 0 | 44 | £52020 |
| 67kWh (228) auto 300 4MT AMG Li | 280 | 7.7 | 0 | 46 | £53020 |

**GLB-Class** - 4634x1834mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3T (163) at 200 Sport Executive | 41.5 | 9.3 | 155 | 28 | £40190 |
| 2.0 (150) at 200 d Sport Executive | 50.4 | 9.2 | 148 | 29 | £40420 |
| 2.0 (190) at 220 d 4MT AMG Li Ex | 47.1 | 7.8 | 158 | 35 | £48110 |

**AMG Line Executive:** add £3480 to Sport Executive

**EQB** - 4634x1834mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 71kWh (190) auto 250+ Sport Exec | 321 | 8.9 | 0 | N/A | £52810 |
| 71kWh (190) auto 250+ Urban Ed | 321 | 8.9 | 0 | N/A | £55070 |
| 67kWh (228) auto 300 4MT AMG Li | 271 | 8.0 | 0 | 29 | £55320 |

**GLC-Class** - 4721-4749x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (280) at 300 4MAT AMG Line | 38.2 | 6.2 | 167 | 42 | £56495 |
| 2.0 Hyb (340) at 300 e 4MT Urban | 470.8 | 6.7 | 13 | 47 | £59970 |
| 2.0 Hyb (340) at 300 e 4MT AMG L | 470.8 | 6.7 | 13 | 47 | £64470 |
| 2.0T (443) at AMG GLC 43 4MATIC | 27.2 | 4.5 | 236 | 45 | £76715 |
| 2.0T (680) at AMG GLC 63 S e 4MT+ | 29.1 | 3.5 | 221 | 50 | £125185 |
| 2.0 (219) at 220 d 4MAT AMG Line | 53.3 | 8.0 | 140 | 40 | £54450 |
| 2.0 (291) at 300 d 4MT AMG L Prm | 48.7 | 6.3 | 151 | 44 | £63895 |
| 2.0 Hyb (333) 300 de 4MT Urban | 565.0 | 6.4 | 12 | 49 | £62220 |
| 2.0 Hyb (333) 300 de 4MT AMG Li | 565.0 | 6.4 | 12 | 49 | £66720 |

**GLC-Coupe** - 4769-4792x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (280) at 300 4MAT AMG Line | 38.7 | 6.3 | 167 | 43 | £62220 |
| 2.0 Hyb (340) at 300 e 4MT Urban | 470.8 | 6.7 | 13 | 43 | £65970 |
| 2.0 Hyb (340) at 300 e 4MT AMG L | 470.8 | 6.7 | 13 | 43 | £70470 |
| 2.0T (443) at AMG GLC 43 4MATIC | 27.4 | 4.5 | 231 | 45 | £78715 |
| 2.0T (680) at AMG GLC 63 S e 4MT+ | 29.1 | 3.5 | 221 | 50 | £127185 |
| 2.0 (219) at 220 d 4MAT AMG Line | 54.3 | 8.1 | 138 | 41 | £60175 |
| 2.0 (291) at 300 d 4MT AMG L Prm | 49.6 | 6.4 | 149 | 44 | £68800 |

**GLE-Class** - 4926-4934x2015mm
**Euro NCAP:** ★★★★★ **Driver Power:** 1st

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 Hyb (375) at 400 e 4M Urban | 94.2 | 6.1 | 69 | 47 | £80490 |
| 3.0 Hyb (619) auto AMG 53 4MATIC+ | 67.3 | 4.7 | 95 | 50 | £94835 |
| 3.0T (435) auto AMG 53 4MATIC+ | 26.7 | 5.0 | 241 | 50 | £96665 |
| 4.0 V8TT (612) at AMG 63 S 4MT+ | 22.4 | 3.9 | 287 | 50 | £139350 |
| 2.0 (289) at 300 d 4MAT Urban Ed | 41.5 | 6.9 | 179 | 44 | £78050 |
| 3.0 (389) at 450 d 4MAT Urban Ed | 37.7 | 5.6 | 196 | 48 | £82160 |
| 3.0 (329) at 350 de 4MAT Urban Ed | 128.4 | 6.9 | 58 | 48 | £78490 |

**Seven seats:** standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
**AMG Line:** add £5000 to Urban Ed

**GLE-Coupe** - 4941x2018mm
**Euro NCAP:** ★★★★★ **Driver Power:** 1st

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 Hyb (388) at 400 e 4M Urban Ed | 97.4 | 6.1 | 65 | 49 | £83490 |
| 3.0 Hyb (619) auto AMG 53 4MATIC+ | 72.4 | 4.7 | 88 | 50 | £103880 |
| 3.0T (435) auto AMG 53 4MATIC+ | 27.4 | 5.0 | 235 | 50 | £105790 |
| 4.0 V8TT (612) at AMG 63 S 4MT | 22.6 | 3.9 | 284 | 50 | £148350 |
| 3.0 (389) at 450 d 4MT Urban Ed | 37.7 | 5.6 | 194 | 49 | £85160 |
| 3.0 (389) at 350 de 4MT Urban Ed | 134.5 | 6.9 | 55 | 49 | £81490 |

**AMG Line:** add £5000 to Urban Edition

**EQE SUV** - 4863x1940mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 96kWh (292) at 350+ AMG Line Ed | 378 | 6.9 | 0 | 50 | £75505 |
| 91kWh (292) at 350 4MAT AMG Li Ed | 342 | 6.6 | 0 | 50 | £80005 |
| 96kWh (408) at 500 AMG Line Ed | 365 | 5.0 | 0 | 50 | £90570 |
| 91kWh (617) auto AMG 53 4MAT+ | 280 | 3.7 | 0 | 50 | £115130 |

**GLS-Class** - 5209-5233x1956-2030mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (381) at 450 4MAT AMG Line | 26.7 | 6.1 | 241 | 47 | £114180 |
| 4.0 V8TT (579) at 600 Maybach | 20.5 | 4.9 | 313 | 50 | £182950 |
| 4.0 V8TT (579) at 600 May 1st Class | 20.5 | 4.9 | 315 | 50 | £187250 |
| 4.0 V8TT (634) at AMG 63 4MAT+ | 21.1 | 4.2 | 303 | 50 | £158400 |
| 3.0 (367) at 450 d 4MAT AMG Line | 33.6 | 6.1 | 222 | 50 | £110800 |

**Business Class:** add £10000 to AMG Line

**EQS SUV** - 5125x1957mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 118kWh (360) at 450 4MAT AMG Li | 400 | 6.2 | 0 | 50 | £129480 |

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 118kWh (544) at 580 4MAT AMG Li | 400 | 4.8 | 0 | 50 | £139480 |
| 118kWh (658) at 680 4MAT Maybach | 374 | 4.4 | 0 | 50 | £200870 |

**Business Class:** add £14325 to AMG Line

**G-Class** - 4873x1984mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0T (469) auto 500 AMG Line | 25.0 | 5.4 | 257 | 50 | £150875 |
| 4.0 V8TT (605) auto AMG G 63 | 19.1 | 4.4 | 338 | 50 | £189375 |
| 3.0 (387) auto G 450 d AMG Line | 31.4 | 5.8 | 235 | 50 | £141065 |
| 116kWh (587) at G 580 EQ AMG Line | 280 | 4.7 | 0 | 50 | £154870 |

**Carbon Edition:** add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

**CLE-Class Coupe** - 4850-4853x1861-1936mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (204) auto CLE 200 AMG Line | 42.8 | 7.4 | 148 | 35 | £47675 |
| 2.0T (258) at CLE 300 4MT AMG Li P | 40.4 | 6.2 | 158 | 40 | £57370 |
| 2.0T (313) at CLE 300 e AMG Li P | 470.8 | 6.3 | 13 | 45 | £61620 |
| 3.0T (381) at CLE 450 4MT AMG Li P | 36.7 | 4.4 | 175 | 43 | £68325 |
| 3.0T (471) at AMG CLE 53 4MATIC+ | 30.4 | 4.2 | 212 | 44 | £75660 |
| 2.0 (197) auto CLE 220 d AMG Line | 60.1 | 7.5 | 123 | 36 | £50075 |

**CLE-Class Cabriolet** - 4850-4853x1861-1936mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (204) auto CLE 200 AMG Line | 42.2 | 7.9 | 153 | 40 | £54495 |
| 2.0T (258) at CLE 300 4MT AMG Li P | 39.2 | 6.6 | 167 | 44 | £61370 |
| 3.0T (381) at CLE 450 4MT AMG Li P | 35.3 | 4.7 | 180 | 46 | £72325 |
| 3.0T (449) at AMG CLE 53 4MATIC+ | 29.4 | 4.4 | 218 | 47 | £79660 |
| 2.0 (197) auto CLE 220 d AMG Line | 57.7 | 7.9 | 129 | 41 | £56075 |

**AMG SL** - 4700x1915mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (434) auto SL 43 Premium | 31.4 | 4.7 | 206 | 50 | £109910 |
| 2.0T (434) at SL 43 Premium Plus | 31.4 | 4.7 | 215 | 50 | £118910 |
| 4.0 V8TT (476) at SL 55 4MT Prem+ | 21.7 | 3.9 | 305 | 50 | £152900 |
| 4.0 V8TT (585) at SL 63 4MT Prem+ | 21.7 | 3.6 | 305 | 50 | £177150 |
| 4.0 V8TT (816) at SL 63 4MT S E Prf | 28.3 | 2.9 | 228 | 50 | £196740 |

**AMG GT** - 4728x1984mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (421) auto GT 43 Premium | 27.4 | 4.6 | 235 | 50 | £105435 |
| 4.0 V8TT (476) at GT 55 4MT Prem | 20.2 | 3.9 | 319 | 50 | £142200 |
| 4.0 V8TT (585) at GT 63 4MT Prem | 20.2 | 3.2 | 319 | 50 | £163500 |
| 4.0 V8TT (612) at GT 63 4MT Pro | 20.2 | 3.2 | 319 | 50 | £179350 |
| 4.0 V8TT (816) at GT 63 4MT S E Perf | 26.7 | 2.8 | 241 | 50 | £186290 |

## MG

**Dealers:** 71 **Warranty:** 7 yrs/80000 mls

**MG3** - 4113x1797mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 Hybrid+ (194) auto SE | 64.2 | 8.0 | 100 | 23 | £19245 |
| 1.5 Hybrid+ (194) auto Trophy | 64.2 | 8.0 | 100 | 24 | £21245 |

**MG4** - 4287x1836mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 51kWh (170) auto SE | 218 | 7.7 | 0 | 27 | £27245 |
| 64kWh (203) auto SE Long Range | 281 | 7.9 | 0 | 28 | £29745 |
| 64kWh (203) at Trophy Long Range | 270 | 7.9 | 0 | 29 | £32745 |
| 77kWh (245) auto Extended Range | 323 | 6.5 | 0 | 33 | £36745 |
| 64kWh (435) auto XPower | 239 | 3.7 | 0 | 40 | £36745 |

**IM5** - 4931x1960mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 75kWh (295) auto Standard | 304 | 6.8 | 0 | 46 | £39450 |
| 100kWh (407) auto Long | 441 | 4.9 | 0 | 50 | £44995 |
| 100kWh (751) auto Performance | 357 | 3.2 | 0 | 50 | £48495 |

**ZS** - 4430x1818mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 Hybrid+ (196) auto SE | 55.4 | 8.7 | 115 | 22 | £21995 |
| 1.5 Hybrid+ (196) auto Trophy | 55.4 | 8.7 | 115 | 22 | £24495 |

**MGS5 EV** - 4476x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 49kWh (170) auto SE | 211 | 8.0 | 0 | 29 | £28495 |
| 64kWh (231) auto SE Long Range | 298 | 6.3 | 0 | 34 | £30995 |
| 64kWh (231) at Trophy Long Range | 288 | 6.3 | 0 | 34 | £33495 |

**HS** - 4670x1890mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 T-GDi (162) SE | 38.2 | 9.4 | 168 | 24 | £24995 |
| 1.5 T-GDi (162) auto SE | 37.2 | 9.6 | 173 | 25 | £26495 |
| 1.5 T-GDi (371) auto SE Plug-In | 672.6 | 6.8 | 12 | 27 | £31495 |

**Trophy:** add £2500 to SE

**IM6** - 4931x1960mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 100kWh (407) auto Long | 388 | 5.4 | 0 | 48 | £47995 |
| 100kWh (751) auto Performance | 313 | 3.5 | 0 | 50 | £50995 |
| 100kWh (751) auto Launch Edition | 313 | 3.5 | 0 | 50 | £52995 |

**Cyberster** - 4535x1913mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (340) auto Trophy | 316 | 5.0 | 0 | 47 | £54995 |
| 77kWh (503) auto GT | 276 | 3.2 | 0 | 50 | £59995 |

## MINI

**Dealers:** 148 **Warranty:** 3 yrs/unlimited mls

**Cooper** - 3858x1744mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (156) auto C Classic | 47.9 | 7.7 | 133 | 21 | £25265 |
| 1.5T (156) auto C Exclusive | 47.9 | 7.7 | 134 | 22 | £27465 |
| 2.0T (204) auto S Classic | 45.6 | 6.6 | 140 | 25 | £28265 |
| 2.0T (204) auto S Exclusive | 45.6 | 6.6 | 140 | 25 | £30465 |
| 2.0T (231) auto John Cooper Works | 43.5 | 6.1 | 147 | 27 | £33815 |
| 41kWh (184) auto E Classic | 190 | 7.3 | 0 | 20 | £26905 |
| 41kWh (184) auto E Exclusive | 190 | 7.3 | 0 | 20 | £29105 |
| 54kWh (218) auto SE Classic | 250 | 6.7 | 0 | 26 | £29905 |
| 54kWh (218) auto SE Exclusive | 250 | 6.7 | 0 | 26 | £32105 |
| 54kWh (258) at John Cooper Works | 250 | 5.9 | 0 | 26 | £35455 |

**Sport:** add £1300 to Exclusive

**Cooper 5-Door** - 4036x1744mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (156) auto C Classic | 47.1 | 8.0 | 136 | 21 | £26265 |
| 1.5T (156) auto C Exclusive | 46.3 | 8.0 | 137 | 22 | £28465 |
| 2.0T (204) auto S Classic | 44.8 | 6.8 | 142 | 24 | £29265 |
| 2.0T (204) auto S Exclusive | 44.8 | 6.8 | 142 | 25 | £31465 |

**Sport:** add £1300 to Exclusive

**Cooper Convertible** - 3879x1744mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (163) auto C Classic | 43.5 | 8.2 | 147 | 23 | £28715 |
| 2.0T (163) auto C Exclusive | 43.5 | 8.2 | 148 | 23 | £30915 |
| 2.0T (204) auto S Classic | 42.8 | 6.9 | 149 | 27 | £31715 |
| 2.0T (204) auto S Exclusive | 42.8 | 6.9 | 149 | 27 | £33915 |
| 2.0T (231) auto John Cooper Works | 40.9 | 6.4 | 156 | 29 | £37535 |

**Sport:** add £1300 to Exclusive

**Aceman** - 4079x1754mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 38.5kWh (184) auto E Classic | 192 | 7.9 | 0 | 20 | £28905 |
| 38.5kWh (184) auto E Exclusive | 190 | 7.9 | 0 | 20 | £31105 |
| 49.2kWh (218) auto SE Classic | 251 | 7.1 | 0 | 23 | £31905 |
| 49.2kWh (218) auto SE Exclusive | 249 | 7.1 | 0 | 24 | £34105 |
| 49.2kWh (258) at J Cooper Works | 242 | 6.4 | 0 | 24 | £36905 |

**Sport:** add £1300 to Exclusive

**Countryman** - 4444x1843mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T (170) auto C Classic | 47.9 | 8.3 | 133 | 20 | £29100 |
| 1.5T (170) auto C Exclusive | 47.9 | 8.3 | 134 | 21 | £31600 |
| 2.0T (218) auto S Classic ALL4 | 42.8 | 7.1 | 148 | 25 | £35100 |
| 2.0T (218) auto S Exclusive ALL4 | 42.2 | 7.1 | 151 | 25 | £38420 |
| 2.0T (300) at J Cooper Works ALL4 | 36.2 | 5.4 | 177 | 30 | £42750 |
| 64.6kWh (204) auto E Classic | 286 | 8.6 | 0 | 23 | £33005 |
| 64.6kWh (204) auto E Exclusive | 281 | 8.6 | 0 | 24 | £35505 |
| 64.6kWh (313) auto SE Classic ALL4 | 266 | 5.6 | 0 | 31 | £39005 |
| 64.6kWh (313) at SE Exclusive ALL4 | 262 | 5.6 | 0 | 31 | £41505 |

**Sport:** add £1200 to Exclusive

## MORGAN

**Dealers:** 18 **Warranty:** TBC

**Super 3** - 3581-1840mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 (118) Super 3 | 40.0 | 7.0 | 130 | N/A | £43165 |

**Roadster** - 3700-3890x1680-1756mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0TT (255) Plus 4 | 39.0 | 5.2 | 165 | N/A | £62995 |
| 2.0TT (255) auto Plus 4 | 40.0 | 4.8 | 159 | N/A | £64995 |
| 3.0TT (335) auto Plus 6 | 34.0 | 4.2 | 180 | N/A | £81995 |

## NISSAN

**Dealers:** 221 **Warranty:** 3 yrs/60000 mls

**Micra** - 3974x1830mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 40kWh (122) auto Engage | 198 | 8.0 | 0 | 19 | £22995 |
| 40kWh (122) auto Advance | 198 | 8.0 | 0 | 19 | £24995 |
| 52kWh (150) auto Advance | 260 | 9.0 | 0 | 22 | £26995 |
| 52kWh (150) auto Evolve | 260 | 9.0 | 0 | 22 | £29865 |

**Juke** - 4210x1800mm
**Euro NCAP:** ★★★★★ **Driver Power:** 27th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 DIG-T (114) Acenta Premium | 48.7 | 10.7 | 133 | 13 | £24045 |
| 1.0 DIG-T (114) N-Connecta | 48.7 | 10.7 | 133 | 14 | £26045 |
| 1.0 DIG-T (114) at Acenta Premium | 47.1 | 11.8 | 137 | 12 | £25545 |
| 1.0 DIG-T (114) auto N-Connecta | 47.1 | 11.8 | 137 | 14 | £27545 |
| 1.6 Hybrid (143) auto N-Connecta | 58.4 | 10.1 | 110 | 14 | £29575 |

**Tekna:** add £1500 to N-Connecta
**Tekna+:** add £1400 to Tekna
**N-Sport:** same price as Tekna+

**Qashqai** - 4394x1806mm
**Euro NCAP:** ★★★★★ **Driver Power:** 28th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3 DiG-T (140) Acenta Premium | 44.8 | 10.2 | 142 | 12 | £30615 |
| 1.3 DiG-T (140) Tekna | 44.1 | 10.2 | 145 | 13 | £35005 |
| 1.3 DiG-T (158) Acenta Premium | 44.8 | 9.5 | 142 | 17 | £31335 |
| 1.3 DiG-T (158) Tekna | 44.1 | 9.5 | 145 | 18 | £35725 |
| 1.3 DiG-T (158) at Acenta Premium | 45.6 | 9.2 | 141 | 15 | £32935 |
| 1.3 DiG-T (158) auto Tekna | 44.1 | 9.2 | 144 | 16 | £37625 |
| 1.3 DiG-T (158) at N-Connecta AWD | 40.9 | 9.9 | 155 | 15 | £36410 |
| 1.3 DiG-T (158) auto Tekna AWD | 40.4 | 9.9 | 157 | 16 | £39820 |
| 1.5 e-Power (190) at Acenta Prem | 54.3 | 7.9 | 117 | 24 | £34860 |
| 1.5 e-Power (190) auto Tekna | 53.3 | 7.9 | 119 | 26 | £39730 |

**N-Connecta:** add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

**X-Trail** - 4680x1840mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 VC-T (163) at Acenta Premium | 39.8 | 9.6 | 157 | 22 | £36225 |
| 1.5 VC-T (163) auto Tekna | 38.7 | 9.6 | 161 | 23 | £42290 |
| 1.5 e-Power (204) at Acenta Prem | 48.7 | 8.0 | 129 | 24 | £37770 |
| 1.5 e-Power (204) auto N Trek | 48.7 | 8.0 | 130 | 26 | £43780 |
| 1.5 e-Power (204) auto Tekna | 47.1 | 8.0 | 133 | 26 | £43935 |
| 1.5 e-P (213) at Acenta Prem AWD | 44.8 | 7.0 | 141 | 28 | £40070 |
| 1.5 e-Power (213) at N TrekAWD | 44.8 | 7.0 | 141 | 30 | £45980 |
| 1.5 e-Power (213) at Tekna AWD | 43.5 | 7.0 | 144 | 30 | £46135 |

**Seven seats:** add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

**Ariya** - 4595x1850mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 63kWh (217) auto Engage | 251 | 7.5 | 0 | 30 | £39655 |
| 63kWh (217) auto Advance | 250 | 7.5 | 0 | 30 | £43155 |
| 87kWh (242) auto Engage | 330 | 7.6 | 0 | 34 | £44655 |
| 87kWh (242) auto Advance | 329 | 7.6 | 0 | 34 | £48155 |
| 87kWh (306) auto Advance 4WD | 319 | 5.7 | 0 | 41 | £50855 |
| 87kWh (435) auto Nismo 4WD | 261 | 5.1 | 0 | 41 | £56630 |

**Evolve:** add £3995 to Advance

## OMODA

**Dealers:** TBC **Warranty:** 7 yrs/100000 mls

**Omoda 5** - 4424x1830mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T (187) auto Comfort | 31.2 | 7.9 | 170 | 34 | £25235 |
| 1.6T (187) auto Noble | 31.2 | 7.9 | 170 | 35 | £27035 |
| 61kWh (204) auto Comfort | 257 | 7.2 | 0 | 34 | £33055 |
| 61kWh (204) auto Noble | 257 | 7.2 | 0 | 35 | £34555 |

**Omoda 9** - 4775x1920mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5T PHEV (449) auto Noble | 47.1 | 4.9 | 38 | 45 | £44990 |

## PEUGEOT

**Dealers:** 283 **Warranty:** 3 yrs/60000 mls

**208** - 4055x1745mm
**Euro NCAP:** ★★★★ **Driver Power:** 50th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 PureTech (100) Style | 58.2 | 10.1 | 114 | 22 | £20495 |
| 1.2 PureTech (100) Allure | 58.2 | 10.1 | 114 | 21 | £25145 |
| 1.2 PureTech (100) GT | 58.2 | 10.1 | 121 | 21 | £27295 |
| 1.2 Hybrid (110) auto Allure | 65.9 | 9.8 | 103 | 23 | £26950 |
| 1.2 Hybrid (110) auto GT | 65.9 | 9.8 | 105 | 23 | £29100 |
| 1.2 Hybrid (145) auto GT | 65.0 | 8.1 | 105 | 28 | £30300 |
| 50kWh (136) auto Allure | 219 | 8.1 | 0 | 28 | £30150 |
| 50kWh (136) auto GT | 219 | 8.1 | 0 | 31 | £32300 |
| 51kWh (156) auto Allure | 263 | 8.2 | 0 | 28 | £30950 |
| 51kWh (156) auto GT | 261 | 8.2 | 0 | 31 | £33100 |

**GT Premium:** add £1500 to GT, add £1800 to GT EVs

**308** - 4367x1859mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2T Hybrid (145) auto Allure | 62.6 | 9.3 | 110 | 20 | £33325 |
| 1.2T Hybrid (145) auto GT | 62.6 | 9.3 | 111 | 21 | £36450 |
| 1.6 PHEV (195) auto Allure | 62.6 | 7.9 | 18 | 26 | £38220 |
| 1.6 PHEV (195) auto GT | 62.6 | 7.9 | 18 | 28 | £41430 |
| 1.5 BlueHDi (130) auto Allure | 59.6 | 10.6 | 130 | 19 | £33940 |
| 1.5 BlueHDi (130) auto GT | 59.6 | 10.6 | 131 | 21 | £37065 |
| 54kWh (156) auto Allure | 257 | 9.8 | 0 | 24 | £34960 |
| 54kWh (156) auto GT | 257 | 9.8 | 0 | 25 | £36990 |

**308 SW:** add £1200

**408** - 4687x1859mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2T Hybrid (145) auto Allure | 58.8 | 10.2 | 114 | 20 | £35565 |
| 1.2T Hybrid (145) auto GT | 58.8 | 10.2 | 114 | 22 | £38885 |
| 1.6 PHEV (225) auto Allure | 313.9 | 7.5 | 19 | 29 | £41610 |
| 1.6 PHEV (225) auto GT | 313.9 | 7.5 | 19 | 31 | £44930 |
| 58kWh (210) auto Allure | 280 | 7.6 | 0 | 33 | £36710 |
| 58kWh (210) auto GT | 280 | 7.6 | 0 | 34 | £38605 |

**GT Premium:** add £3230

**e-Rifter** - 4405-4755x1848mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (136) auto Allure | 199 | 11.3 | 0 | 22 | £32350 |
| 52kWh (136) auto GT | 199 | 11.3 | 0 | 22 | £35295 |
| 52kWh (136) auto Allure Long | 199 | 11.3 | 0 | 23 | £33250 |
| 52kWh (136) auto GT Long | 199 | 11.3 | 0 | 23 | £36195 |

**e-Traveller** - 4981-5331x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 75kWh (136) auto Combi | 217 | 14.3 | 0 | 38 | £36990 |
| 75kWh (136) auto Active | 217 | 14.3 | 0 | 38 | £42595 |
| 75kWh (136) auto Combi Long | 217 | 14.3 | 0 | 40 | £37890 |
| 75kWh (136) auto Active Long | 217 | 14.3 | 0 | 40 | £43495 |

**Allure:** add £5325 to Active

**2008** - 4300x1770mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 PureTech (100) Allure | 52.7 | 10.8 | 129 | 16 | £29240 |
| 1.2 PureTech (130) auto Allure | 48.9 | 9.2 | 138 | 16 | £32095 |
| 1.2 Hybrid (145) auto Allure | 62.1 | 8.3 | 112 | 23 | £32870 |
| 54kWh (156) auto Allure | 247 | 9.1 | 0 | 26 | £35400 |

**GT:** add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

**3008** - 4542x1895mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2T Hybrid (145) auto Allure | 52.5 | 10.2 | 121 | 22 | £37790 |
| 1.6 PHEV (195) auto Allure | 356.2 | 7.8 | 55 | 32 | £40860 |
| 73kWh (210) auto Allure | 326 | 8.8 | 0 | 32 | £46060 |
| 97kWh (230) auto Allure | 435 | 8.7 | 0 | 34 | £48760 |

**GT:** add £2950-£3530 to Allure, **GT Premium:** add £2150 to GT

**5008** - 4791x1895mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2T Hybrid (136) auto Allure | 52.5 | 11.3 | 130 | 23 | £40470 |
| 1.6 PHEV (195) auto Allure | 356.2 | 8.3 | 23 | 35 | £43360 |
| 73kWh (210) auto Allure | 310 | 9.7 | 0 | 33 | £48560 |
| 97kWh (230) auto Allure | 414 | 9.6 | 0 | 35 | £51260 |

**GT:** add £2950-£3530 to Allure, **GT Premium:** add £2150 to GT

## POLESTAR

**Dealers:** 2 **Warranty:** 3 yrs/60000 mls

**Polestar 2** - 4606x1859mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 70kWh (268) auto Standard | 344 | 6.2 | 0 | 34 | £45160 |
| 82kWh (295) auto Long Range | 408 | 5.9 | 0 | 35 | £49160 |
| 82kWh (416) auto LR Dual Motor | 369 | 4.3 | 0 | 42 | £53160 |
| 82kWh (469) at LR Dual Motor Perf | 352 | 4.0 | 0 | 42 | £57950 |

**Polestar 4** - 4840x2008mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 100kWh (268) auto Long Range | 385 | 6.9 | 0 | 45 | £59990 |
| 100kWh (536) at Long Dual Motor | 367 | 3.7 | 0 | 48 | £66990 |

**Polestar 3** - 4900x1968mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 111kWh (295) auto Long Range | 438 | 7.5 | 0 | 50 | £69900 |
| 111kWh (483) auto LR Dual Motor | 395 | 4.8 | 0 | 50 | £75900 |
| 111kWh (510) at LR Dual Motor Perf | 352 | 4.5 | 0 | 50 | £81500 |

## PORSCHE

**Dealers:** 36 **Warranty:** 3 yrs/unlimited mls

**Taycan** - 4963x1966-1998mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 97kWh (435) auto | 422 | 4.8 | 0 | 50 | £88200 |
| 97kWh (598) auto 4S | 400 | 3.7 | 0 | 50 | £96200 |
| 97kWh (700) auto GTS | 394 | 3.3 | 0 | 50 | £118200 |
| 97kWh (884) auto Turbo | 391 | 2.7 | 0 | 50 | £135200 |
| 97kWh (952) auto Turbo S | 393 | 2.4 | 0 | 50 | £162200 |
| 97kWh (1034) auto Turbo GT | 347 | 2.3 | 0 | 50 | £189200 |
| 97kWh (1034) at T GT Weissach | 345 | 2.2 | 0 | 50 | £189200 |

**Taycan Sport Turismo** - 4963x1966mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 97kWh (435) auto | 404 | 4.8 | 0 | 50 | £89200 |
| 97kWh (598) auto 4S | 384 | 3.7 | 0 | 50 | £97200 |
| 97kWh (700) auto GTS | 378 | 3.3 | 0 | 50 | £119200 |
| 97kWh (884) auto Turbo | 379 | 2.7 | 0 | 50 | £136200 |
| 97kWh (952) auto Turbo S | 377 | 2.4 | 0 | 50 | £163200 |

**Taycan Cross Turismo** - 4974x1967mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 97kWh (598) auto 4S | 381 | 3.8 | 0 | 50 | £99200 |
| 97kWh (884) auto Turbo | 373 | 2.8 | 0 | 50 | £138200 |
| 97kWh (952) auto Turbo S | 373 | 2.5 | 0 | 50 | £165200 |

**Panamera** - 5052x1937mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.9 V6 (353) auto | 29.1 | 5.3 | 219 | 50 | £89400 |
| 2.9 V6 (353) auto 4 | 27.7 | 5.0 | 230 | 50 | £92400 |
| 2.9 V6 (470) auto 4 E-Hybrid | 282.5 | 4.1 | 23 | 50 | £99100 |
| 2.9 V6 (544) auto 4S E-Hybrid | 256.8 | 3.7 | 24 | 50 | £110200 |
| 4.0 V8 (500) auto GTS | 23.5 | 3.8 | 274 | 50 | £131700 |
| 4.0 V8 (680) auto Turbo E-Hybrid | 235.4 | 3.2 | 27 | 50 | £151500 |
| 4.0 V8 (782) auto Turbo S E-Hybrid | 201.8 | 2.9 | 31 | 50 | £175100 |

**Macan** - 4726x1927mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (265) auto | 28.0 | 6.4 | 228 | 39 | £56000 |
| 2.0T (265) auto T | 28.0 | 6.2 | 229 | 39 | £61000 |
| 3.0 V6 (380) auto S | 25.4 | 4.8 | 251 | 42 | £63000 |
| 3.0 V6 (440) auto GTS | 25.0 | 4.5 | 255 | 47 | £75000 |

**Macan Electric** - 4784x1938mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 100kWh (360) auto | 398 | 5.7 | 0 | 44 | £68500 |
| 100kWh (408) auto 4 | 381 | 5.2 | 0 | 46 | £71200 |
| 100kWh (516) auto 4S | 377 | 4.1 | 0 | 48 | £76900 |
| 100kWh (639) auto Turbo | 367 | 3.3 | 0 | 50 | £96900 |

**Cayenne** - 4930x1983mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6T (353) auto | 26.2 | 6.0 | 246 | 44 | £77500 |
| 4.0 V8TT (474) auto S | 22.8 | 5.0 | 282 | 48 | £93000 |
| 4.0 V8TT (500) auto GTS | 22.4 | 4.7 | 287 | 50 | £107600 |
| 2.9 V6 (470) auto E-Hybrid | 188.3 | 4.9 | 33 | 50 | £86300 |
| 3.0 V6 (519) auto S E-Hybrid | 201.8 | 4.7 | 31 | 50 | £95200 |
| 4.0 V8 (739) auto Turbo E-Hybrid | 166.2 | 3.7 | 39 | 50 | £140600 |

**Cayenne Coupe** - 4930x1983mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6T (353) auto | 25.9 | 5.7 | 247 | 44 | £81900 |
| 4.0 V8TT (474) auto S | 22.6 | 4.7 | 284 | 50 | £98400 |
| 4.0 V8TT (500) auto GTS | 22.4 | 4.4 | 287 | 50 | £109200 |
| 2.9 V6 (470) auto E-Hybrid | 188.3 | 4.9 | 33 | 50 | £89600 |
| 3.0 V6 (519) auto S E-Hybrid | 201.8 | 4.7 | 31 | 50 | £100000 |
| 4.0 V8 (739) auto Turbo E-Hybrid | 156.9 | 3.7 | 40 | 50 | £146000 |
| 4.0 V8 (739) at Turbo E-Hybrid GT | 156.9 | 3.6 | 40 | 50 | £166100 |

**718 Boxster** - 4379x1801mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (300) 718 Boxster | 30.1 | 5.1 | 212 | 44 | £55800 |
| 2.0T (300) auto 718 Boxster | 31.7 | 4.9 | 201 | 44 | £57999 |
| 2.5T (350) 718 Boxster S | 29.4 | 4.6 | 229 | 46 | £65800 |
| 2.5T (350) auto 718 Boxster S | 29.4 | 4.4 | 218 | 46 | £67999 |
| 4.0 (400) 718 Boxster GTS 4.0 | 25.9 | 4.5 | 247 | 49 | £77300 |
| 4.0 (400) auto 718 Boxster GTS 4.0 | 28.0 | 4.0 | 230 | 49 | £79832 |

**718 Cayman** - 4379x1801mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0T (300) 718 Cayman | 30.4 | 5.1 | 212 | 42 | £53800 |
| 2.0T (300) auto 718 Cayman | 31.7 | 4.9 | 201 | 42 | £55999 |
| 2.5T (350) 718 Cayman S | 28.0 | 4.9 | 228 | 44 | £63800 |
| 2.5T (350) auto 718 Cayman S | 29.4 | 4.4 | 217 | 44 | £65999 |
| 4.0 (400) 718 Cayman GTS 4.0 | 25.9 | 4.5 | 247 | 46 | £75300 |
| 4.0 (400) at 718 Cayman GTS 4.0 | 28.0 | 4.0 | 230 | 46 | £77832 |

**911** - 4542-4553x1852-1900mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (394) auto Carrera | 28.1 | 3.9 | 229 | 50 | £103700 |
| 3.0TT (394) Carrera T | 27.1 | 4.5 | 237 | 50 | £115400 |
| 3.0TT (480) Carrera S | 27.7 | 3.3 | 232 | 50 | £120500 |
| 3.6TT (541) auto Carrera GTS | 27.2 | 3.0 | 236 | 50 | £137900 |
| 3.6TT (541) auto Carrera 4 GTS | 27.1 | 3.0 | 236 | 50 | £144400 |
| 4.0 (510) GT3 | 20.7 | 3.9 | 310 | 50 | £158200 |
| 4.0 (510) auto GT3 | 20.5 | 3.4 | 312 | 50 | £158200 |
| 4.0 (525) auto GT3 RS | 21.4 | 3.2 | 299 | 50 | £192600 |

**GT3 Touring:** same price as GT3

**911 Cabriolet** - 4542-4553x1852mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0TT (394) auto Carrera | 27.5 | 4.1 | 234 | 50 | £113700 |
| 3.0TT (394) Carrera T | 26.4 | 4.7 | 243 | 50 | £125400 |
| 3.0TT (394) auto Carrera S | 27.2 | 3.5 | 236 | 50 | £130500 |
| 3.6TT (541) auto Carrera GTS | 26.6 | 3.1 | 241 | 50 | £147900 |
| 3.6TT (541) auto Carrera 4 GTS | 26.6 | 3.1 | 241 | 50 | £154400 |
| 3.6TT (541) auto Spirit 70 | 26.5 | 3.1 | 242 | 50 | £187700 |

**911 Targa:** same price as Carrera 4 GTS

## RENAULT

**Dealers:** 158 **Warranty:** 5 yrs/100000 mls

**5 E-Tech** - 3922x1774mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 40kWh (120) auto Evolution | 192 | 9.0 | 0 | 18 | £22995 |
| 40kWh (120) auto Techno | 191 | 9.0 | 0 | 19 | £24995 |
| 40kWh (120) auto Iconic Five | 190 | 9.0 | 0 | 22 | £26995 |
| 52kWh (150) auto Techno | 252 | 8.0 | 0 | 22 | £26995 |
| 52kWh (150) auto Iconic Five | 251 | 8.0 | 0 | 22 | £28995 |
| 52kWh (150) auto Roland Garros | 252 | 8.0 | 0 | 22 | £29995 |

**Clio** - 4050x1798mm
**Euro NCAP:** ★★★★★ **Driver Power:** 32nd

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe (90) Evolution | 54.3 | 12.2 | 118 | 10 | £18995 |
| 1.0 TCe (90) Techno | 53.3 | 12.2 | 119 | 11 | £20595 |
| 1.0 TCe (90) Esprit Alpine | 53.3 | 12.2 | 120 | 11 | £22195 |
| 1.6 E-Tech (145) auto Evolution | 65.7 | 9.3 | 95 | 15 | £21895 |
| 1.6 E-Tech (145) auto Techno | 65.7 | 9.3 | 97 | 15 | £23495 |
| 1.6 E-Tech (145) auto Esprit Alpine | 65.7 | 9.3 | 97 | 15 | £25095 |

**Megane E-Tech** - 4200x1768mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 60kWh (220) auto Techno Comfort | 285 | 7.5 | 0 | 26 | £32495 |

# NEW CAR PRICES

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 60kWh (220) at Techno Esprit Alpine | 282 | 7.5 | 0 | 25 | £34995 |
| 60kWh (220) at Iconic Esprit Alpine | 281 | 7.5 | 0 | 26 | £36995 |

**4 E-Tech** - 4144x1808mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (150) auto Evolution | 247 | 8.2 | 0 | 28 | £26995 |
| 52kWh (150) auto Techno | 244 | 8.2 | 0 | 27 | £28995 |
| 52kWh (150) auto Iconic | 243 | 8.2 | 0 | 28 | £30995 |

**Captur** - 4239x1797mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TCe (90) Evolution | 47.9 | 13.3 | 133 | 11 | £22195 |
| 1.0 TCe (90) Techno | 47.9 | 13.3 | 133 | 11 | £23995 |
| 1.8 E-Tech (160) auto Evolution | 61.4 | 8.9 | 103 | 16 | £25195 |
| 1.8 E-Tech (160) auto Techno | 61.4 | 8.9 | 104 | 16 | £26995 |
| 1.8 E-Tech (160) auto Esprit Alpine | 60.1 | 8.9 | 105 | 17 | £28795 |

**Symbioz** - 4413x1797mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.3 TCe (140) auto Techno | 47.9 | 11.2 | 133 | 16 | £27395 |
| 1.8 E-Tech (160) auto Techno | 65.7 | 9.1 | 97 | 19 | £29795 |
| 1.8 E-Tech (160) at Techno Alpine | 65.7 | 9.1 | 97 | 19 | £31795 |
| 1.8 E-Tech (160) at Iconic Alpine | 65.7 | 9.1 | 97 | 20 | £33795 |

**Scenic E-Tech** - 4470x1864mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 87kWh (220) auto Techno | 379 | 7.9 | 0 | 32 | £37195 |
| 87kWh (220) at Techno Esprit Alpine | 372 | 7.9 | 0 | 32 | £39995 |
| 87kWh (220) at Iconic Esprit Alpine | 369 | 7.9 | 0 | 32 | £42195 |

**Austral** - 4510x1825mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 E-Tech hyb (200) at Techno | 61.4 | 8.4 | 105 | 21 | £34195 |
| 1.2 E-Tech hyb (200) at Techno Alp | 60.1 | 8.4 | 106 | 22 | £36695 |
| 1.2 E-Tech hyb (200) at Iconic Alp | 60.1 | 8.4 | 106 | 23 | £38695 |

**Rafale** - 4710x1866mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 E-Tech hyb (200) auto Techno | 60.1 | 8.6 | 105 | 29 | £38195 |
| 1.2 E-Tech hyb (200) at Techno Alp | 60.1 | 8.6 | 106 | 30 | £42195 |
| 1.2 E-Tech hyb (200) at Iconic Alp | 60.1 | 8.6 | 107 | 30 | £44695 |
| 1.2 E-Tec PHEV (300) at Techno Alp | 564.9 | 6.4 | 12 | 38 | £45695 |
| 1.2 E-Tec PHEV (300) at Atelier Alp | 470.8 | 6.4 | 15 | 39 | £49695 |

## ROLLS-ROYCE

**Dealers:** 6 **Warranty:** 4 yrs/unlimited mls

**Cullinan** - 5341x2164mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.75 V12 (571) auto | 18.1 | 5.2 | 341 | 50 | £332000 |
| 6.75 V12 (600) auto Black Badge | 17.3 | 5.1 | 343 | 50 | £380000 |

**Ghost** - 5545-5715x2148mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.75 V12 (571) auto | 18.6 | 4.6 | 347 | 50 | £278000 |
| 6.75 V12 (571) auto EWB | 18.5 | 4.6 | 348 | 50 | £310400 |
| 6.75 V12 (600) auto Black Badge | 17.9 | 4.5 | 359 | 50 | £323000 |

**Phantom** - 5762-5982x2018mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 6.75 V12 (571) auto | 18.8 | 5.1 | 328 | 50 | £417200 |
| 6.75 V12 (571) auto EWB | 18.6 | 5.2 | 328 | 50 | £479000 |

**Spectre** - 5475x1996mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 120kWh (577) auto | 323 | 4.5 | 0 | 50 | £332000 |

## SEAT

**Dealers:** 128 **Warranty:** 3 yrs/60000 mls

**Ibiza** - 4059x1780mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) SE | 55.4 | 11.0 | 117 | 11 | £19725 |
| 1.0 TSI (95) FR | 52.3 | 11.0 | 123 | 12 | £22105 |
| 1.0 TSI (95) Xcellence | 51.4 | 11.0 | 126 | 12 | £22320 |
| 1.0 TSI (115) FR | 51.4 | 9.7 | 124 | 15 | £22520 |
| 1.0 TSI (115) Xcellence | 51.4 | 9.7 | 125 | 15 | £22575 |
| 1.0 TSI (115) auto FR | 51.4 | 9.9 | 126 | 15 | £23600 |
| 1.0 TSI (115) auto Xcellence | 50.4 | 9.9 | 126 | 15 | £23655 |

**SE Technology:** add £1070 to SE
**FR Sport:** add £915 to FR
**Xcellence Lux:** add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

**Leon** - 4368x1991mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (115) SE | 50.4 | 10.4 | 128 | 14 | £24250 |
| 1.5 TSI (115) FR | 48.7 | 10.4 | 131 | 14 | £27785 |
| 1.5 eTSI (115) auto SE | 53.3 | 10.4 | 120 | 14 | £27280 |
| 1.5 eTSI (115) auto FR | 52.3 | 10.4 | 123 | 15 | £30025 |
| 1.5 TSI (150) FR | 48.7 | 8.7 | 131 | 19 | £29365 |
| 1.5 eTSI (150) auto FR | 52.3 | 8.7 | 123 | 19 | £31375 |
| 1.5 e-Hybrid (204) auto FR | 706.2 | 7.7 | 8 | 24 | £36445 |
| 2.0 TDI (115) SE | 62.8 | 8.7 | 119 | 19 | £27190 |
| 2.0 TDI (150) FR | 58.9 | 8.7 | 127 | 19 | £31420 |

**Leon ST estate:** add £1480
**SE Dynamic:** add £1680 to SE
**FR Sport:** add £1915 to FR (not 1.0 TSI manual)

**Arona** - 4138x1780mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) S | 49.6 | 11.3 | 129 | 10 | £19995 |
| 1.0 TSI (95) SE | 51.4 | 11.3 | 124 | 10 | £22460 |
| 1.0 TSI (115) FR | 52.3 | 10.0 | 124 | 14 | £25875 |
| 1.0 TSI (115) Xperience | 52.3 | 10.0 | 123 | 14 | £26595 |
| 1.0 TSI (115) auto SE | 50.4 | 10.3 | 127 | 12 | £23700 |
| 1.0 TSI (115) auto FR | 50.4 | 10.3 | 128 | 14 | £26955 |
| 1.0 TSI (115) auto Xperience | 50.4 | 10.3 | 128 | 14 | £27595 |
| 1.5 TSI (150) auto FR | 49.6 | 8.4 | 129 | 18 | £27240 |

**SE Technology:** add £1065 to SE
**FR Sport:** add £1170 to FR **Xperience Lux:** add £1665 to Xperience

**Ateca** - 4381x1841mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (115) SE | 47.1 | 11.0 | 137 | 13 | £28635 |
| 1.5 Eco TSI (150) SE | 45.6 | 9.0 | 141 | 18 | £30560 |
| 1.5 Eco TSI (150) FR | 43.5 | 9.0 | 148 | 18 | £32430 |
| 1.5 Eco TSI (150) Xperience | 43.5 | 9.0 | 149 | 18 | £32715 |
| 1.5 Eco TSI (150) auto SE | 44.1 | 9.0 | 145 | 18 | £32180 |
| 1.5 Eco TSI (150) auto FR | 42.8 | 9.0 | 150 | 18 | £33840 |
| 1.5 Eco TSI (150) auto Xperience | 42.8 | 9.0 | 151 | 18 | £34505 |

**SE Technology:** add £875 to SE
**FR Sport:** add £2545 to FR **Xperience Lux:** add £3285 to Xperience

## SERES

**Dealers:** TBC **Warranty:** 5 yrs/75000 mls

**Seres 3** - 4385x1850mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 54kWh (160) auto Active | 205 | 8.9 | 0 | N/A | £29995 |
| 54kWh (160) auto Spirit | 205 | 8.9 | 0 | N/A | £31995 |

## SKODA

**Dealers:** 135 **Warranty:** 3 yrs/60000 mls

**Fabia** - 4108x1780mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 MPI (80) SE Edition | 53.9 | 15.7 | 116 | 4 | £19880 |
| 1.0 MPI (80) Design Edition | 54.3 | 15.7 | 116 | 4 | £20680 |
| 1.0 TSI (95) SE Edition | 55.8 | 10.7 | 117 | 11 | £20430 |
| 1.0 TSI (95) Design Edition | 56.2 | 10.7 | 117 | 11 | £21230 |
| 1.0 TSI (116) SE Edition | 55.6 | 9.3 | 116 | 15 | £20930 |
| 1.0 TSI (116) Design Edition | 56.1 | 9.3 | 116 | 15 | £21730 |
| 1.0 TSI (116) SE L Edition | 56.0 | 9.3 | 117 | 15 | £22615 |
| 1.0 TSI (116) Monte Carlo Edition | 54.6 | 9.3 | 118 | 15 | £23115 |
| 1.0 TSI (116) auto SE Edition | 53.8 | 9.7 | 126 | 14 | £21930 |
| 1.0 TSI (116) auto Design Edition | 54.2 | 9.7 | 126 | 14 | £22730 |
| 1.0 TSI (116) auto SE L Edition | 54.1 | 9.7 | 127 | 14 | £23565 |
| 1.0 TSI (116) at Monte Carlo Edition | 52.7 | 9.7 | 128 | 15 | £24065 |
| 1.5 TSI (150) auto Design Edition | 52.1 | 8.0 | 124 | 20 | £24445 |
| 1.5 TSI (150) auto SE L Edition | 52.1 | 8.0 | 124 | 20 | £25280 |
| 1.5 TSI (150) at Monte Carlo Edition | 50.9 | 8.0 | 125 | 20 | £25780 |

**Scala** - 4362x1793mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) SE Edition | 55.4 | 10.8 | 119 | 12 | £22255 |
| 1.0 TSI (116) SE Edition | 54.8 | 9.5 | 119 | 15 | £23230 |
| 1.0 TSI (116) Monte Carlo Edition | 52.5 | 9.5 | 119 | 16 | £27955 |
| 1.0 TSI (116) auto SE Edition | 52.9 | 10.1 | 130 | 14 | £24580 |
| 1.0 TSI (116) at Monte Carlo Edition | 51.0 | 10.1 | 130 | 15 | £29305 |
| 1.5 TSI (150) SE Edition | 52.3 | 8.2 | 124 | 20 | £24530 |
| 1.5 TSI (150) Monte Carlo Edition | 50.4 | 8.2 | 124 | 21 | £29255 |
| 1.5 TSI (150) auto SE Edition | 52.1 | 8.2 | 131 | 21 | £25880 |
| 1.5 TSI (150) at Monte Carlo Edition | 50.5 | 8.2 | 131 | 21 | £30605 |

**SE L Edition:** add £1800 to SE Edition

**Octavia** - 4698x1829mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (116) SE Technology | 54.3 | 10.4 | 118 | 14 | £26775 |
| 1.5 TSI (116) auto SE Technology | 57.5 | 10.6 | 112 | 14 | £28815 |
| 1.5 TSI (150) SE L | 53.3 | 8.5 | 121 | 20 | £31250 |
| 1.5 TSI (150) SportLine | 51.4 | 8.5 | 125 | 21 | £32255 |
| 1.5 TSI e-Tec (150) auto SE L | 57.3 | 8.5 | 112 | 20 | £33290 |
| 1.5 TSI e-Tec (150) auto SportLine | 55.2 | 8.5 | 117 | 21 | £34295 |
| 2.0 TSI (265) auto vRS | 40.3 | 6.5 | 159 | 27 | £38670 |
| 2.0 TDI (116) SE Technology | 66.2 | 10.0 | 112 | 17 | £29320 |
| 2.0 TDI (116) SE L | 65.5 | 10.0 | 113 | 18 | £32370 |
| 2.0 TDI (150) auto SE Technology | 63.4 | 8.5 | 117 | 21 | £31720 |
| 2.0 TDI (150) auto SE L | 62.8 | 8.5 | 118 | 22 | £34770 |
| 2.0 TDI (150) auto SportLine | 60.6 | 8.5 | 122 | 22 | £35775 |

**Octavia Estate** - 4698x1829mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (116) SE Technology | 52.9 | 10.5 | 121 | 14 | £27755 |
| 1.5 TSI (116) auto SE Technology | 56.1 | 10.7 | 115 | 14 | £29795 |
| 1.5 TSI (150) SE L | 51.7 | 8.6 | 124 | 20 | £32480 |
| 1.5 TSI (150) SportLine | 50.5 | 8.6 | 127 | 20 | £33285 |
| 1.5 TSI e-Tec (150) auto SE L | 55.8 | 8.6 | 115 | 20 | £34520 |
| 1.5 TSI e-Tec (150) auto SportLine | 54.4 | 8.6 | 118 | 21 | £35325 |
| 2.0 TSI (265) auto vRS | 40.8 | 6.4 | 158 | 27 | £39775 |
| 2.0 TDI (116) SE Technology | 64.7 | 10.1 | 114 | 17 | £30300 |
| 2.0 TDI (116) SE L | 63.9 | 10.1 | 116 | 17 | £33600 |
| 2.0 TDI (150) auto SE Technology | 62.1 | 8.6 | 119 | 21 | £32700 |
| 2.0 TDI (150) auto SE L | 61.5 | 8.6 | 121 | 22 | £36000 |
| 2.0 TDI (150) auto SportLine | 59.9 | 8.6 | 124 | 22 | £36805 |

**Superb** - 4912x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI e-Tec (150) auto SE Tech | 54.2 | 9.2 | 119 | 23 | £34875 |
| 1.5 TSI e-Tec (150) auto SE L | 52.1 | 9.2 | 123 | 24 | £38230 |
| 2.0 TSI (265) auto 4x4 L&K | 36.3 | 5.6 | 177 | 34 | £46355 |
| 2.0 TDI (150) auto SE Technology | 58.0 | 9.2 | 128 | 24 | £35390 |
| 2.0 TDI (150) auto SE L | 56.0 | 9.2 | 133 | 25 | £38405 |
| 2.0 TDI (193) auto 4x4 SE L | 48.3 | 7.5 | 153 | 31 | £42020 |
| 2.0 TDI (193) auto 4x4 L&K | 47.8 | 7.5 | 156 | 31 | £45740 |

**Superb Estate** - 4902x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI e-Tec (150) auto SE Tech | 52.9 | 9.3 | 122 | 23 | £36175 |
| 1.5 TSI e-Tec (150) auto SE L | 51.0 | 9.3 | 126 | 24 | £39530 |
| 1.5 TSI iV (204) auto SE Technology | 784.3 | 8.1 | 8 | 29 | £41465 |
| 1.5 TSI iV (204) auto SE L | 682.8 | 8.1 | 9 | 30 | £44820 |
| 1.5 TSI iV (204) auto L&K | 735.7 | 8.1 | 9 | 30 | £48540 |
| 2.0 TSI (265) auto 4x4 L&K | 35.7 | 5.7 | 180 | 35 | £47655 |
| 2.0 TDI (150) auto SE Technology | 56.9 | 9.3 | 130 | 24 | £36725 |
| 2.0 TDI (150) auto SE L | 55.1 | 9.3 | 135 | 25 | £39705 |
| 2.0 TDI (193) auto 4x4 SE L | 47.7 | 7.6 | 155 | 30 | £43320 |
| 2.0 TDI (193) auto 4x4 L&K | 47.1 | 7.6 | 157 | 30 | £47040 |

**Kamiq** - 4241x1793mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) SE Edition | 51.8 | 11.0 | 123 | 12 | £24190 |
| 1.0 TSI (116) SE Edition | 52.2 | 9.7 | 122 | 16 | £25120 |
| 1.0 TSI (116) SE L Edition | 50.8 | 9.7 | 126 | 15 | £27335 |
| 1.0 TSI (116) auto SE Edition | 50.5 | 10.2 | 127 | 16 | £26520 |
| 1.0 TSI (116) auto SE L Edition | 49.3 | 10.2 | 130 | 15 | £28785 |
| 1.5 TSI (150) SE Edition | 49.7 | 8.3 | 129 | 19 | £26465 |
| 1.5 TSI (150) SE L Edition | 48.2 | 8.3 | 132 | 20 | £28730 |
| 1.5 TSI (150) auto SE Edition | 49.6 | 8.3 | 129 | 20 | £27865 |
| 1.5 TSI (150) auto SE L Edition | 48.3 | 8.3 | 132 | 20 | £30130 |

**Monte Carlo Edition:** add £2100 to SE L Edition

**Elroq** - 4488x1884mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 55kWh (170) auto 50 SE | 232 | 8.7 | 0 | 22 | £31500 |
| 63kWh (204) auto 60 SE L | 265 | 7.7 | 0 | 27 | £33350 |
| 63kWh (204) auto 60 Edition | 265 | 7.7 | 0 | 27 | £34450 |
| 63kWh (204) auto 60 SportLine | 263 | 7.7 | 0 | 28 | £37400 |
| 82kWh (286) auto 85 Edition | 360 | 6.4 | 0 | 32 | £38650 |
| 82kWh (286) auto 85 SportLine | 355 | 6.4 | 0 | 34 | £41600 |

**Enyaq** - 4658x1879mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 63kWh (204) auto 60 SE L | 268 | 8.1 | 0 | N/A | £39000 |
| 63kWh (204) auto 60 Edition | 268 | 8.1 | 0 | N/A | £40100 |
| 82kWh (286) auto 85 Edition | 359 | 6.7 | 0 | N/A | £44300 |
| 82kWh (286) auto 85x SportLine | 332 | 6.7 | 0 | N/A | £48750 |

**Enyaq Coupe** - 4658x1879mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 82kWh (286) auto 85 Edition | 365 | 6.7 | 0 | N/A | £46200 |
| 82kWh (286) auto 85x SportLine | 334 | 6.7 | 0 | N/A | £50650 |

**Karoq** - 4390x1841mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (116) SE Drive | 48.0 | 10.3 | 134 | 14 | £29775 |
| 1.0 TSI (116) SE L | 47.6 | 10.3 | 135 | 15 | £31950 |
| 1.5 TSI (150) SE Drive | 47.1 | 8.9 | 137 | 19 | £30950 |
| 1.5 TSI (150) SE L | 46.9 | 8.9 | 137 | 19 | £33125 |
| 1.5 TSI (150) SportLine | 45.0 | 8.9 | 143 | 20 | £36190 |
| 1.5 TSI (150) auto SE Drive | 46.2 | 9.0 | 139 | 19 | £32400 |
| 1.5 TSI (150) auto SE L | 46.0 | 9.0 | 140 | 19 | £34575 |
| 1.5 TSI (150) auto SportLine | 44.5 | 9.0 | 144 | 20 | £37640 |
| 2.0 TSI (190) auto 4x4 SportLine | 36.8 | 7.0 | 175 | 26 | £41450 |
| 2.0 TDI (150) auto 4x4 SE L | 48.9 | 8.7 | 152 | 20 | £39560 |
| 2.0 TDI (150) auto 4x4 SportLine | 48.8 | 8.7 | 152 | 21 | £42625 |

**Kodiaq** - 4758x1864mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI e-Tec (150) auto SE 5st | 47.4 | 9.7 | 136 | 18 | £36645 |
| 1.5 TSI e-Tec (150) auto SE L 7st | 44.5 | 9.9 | 145 | 19 | £40205 |
| 1.5 TSI e-Tec (150) at SportLine 7st | 45.2 | 9.9 | 143 | 20 | £42705 |
| 1.5 TSI iV (204) auto SE 5st | 691.5 | 8.4 | 9 | 24 | £41935 |
| 1.5 TSI iV (204) auto SE L 5st | 578.4 | 8.4 | 11 | 24 | £44635 |
| 1.5 TSI iV (204) auto SportLine 5st | 598.1 | 8.4 | 11 | 25 | £47135 |
| 2.0 TSI (204) auto 4x4 SE L 7st | 36.6 | 7.5 | 175 | 27 | £45255 |
| 2.0 TSI (204) auto 4x4 SportLine 7st | 36.4 | 7.5 | 176 | 27 | £52595 |
| 2.0 TSI (265) auto 4x4 vRS 7st | 33.8 | 6.4 | 194 | 31 | £47755 |
| 2.0 TDI (150) auto SE 5st | 53.2 | 9.6 | 139 | 20 | £38945 |
| 2.0 TDI (150) auto SE L 7st | 49.8 | 9.8 | 149 | 21 | £42505 |
| 2.0 TDI (193) auto 4x4 SE L 7st | 44.1 | 8.0 | 168 | 26 | £46225 |
| 2.0 TDI (193) at 4x4 SportLine 7st | 44.6 | 8.0 | 166 | 26 | £48725 |

**Seven seats:** add £860 to SE (not iV)

## SKYWELL

**Dealers:** TBC **Warranty:** 7 yrs/100000 mls

**BE11** - 4720x1908mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 72kWh (204) auto Standard Range | 248 | 9.6 | 0 | N/A | £36940 |
| 86kWh (204) auto Long Range | 304 | 9.6 | 0 | N/A | £39940 |

## SMART

**Dealers:** 48 **Warranty:** 3 yrs/unlimited mls

**#1** - 4270x1822mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 49kWh (272) auto Pro | 193 | 6.7 | 0 | 30 | £31950 |
| 62kWh (272) auto Pro+ | 260 | 6.7 | 0 | 30 | £35950 |
| 62kWh (272) auto Premium | 273 | 6.7 | 0 | 31 | £38950 |
| 62kWh (428) auto Brabus | 248 | 3.9 | 0 | 37 | £43450 |

**#3** - 4400x1844mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 49kWh (272) auto Pro | 202 | 5.8 | 0 | 33 | £32950 |
| 62kWh (272) auto Pro+ | 270 | 5.8 | 0 | 34 | £36950 |
| 62kWh (272) auto Premium | 283 | 5.8 | 0 | 36 | £39950 |
| 62kWh (272) auto Anniversary Ed | 283 | 5.8 | 0 | 36 | £40950 |
| 62kWh (428) auto Brabus | 258 | 3.7 | 0 | 41 | £45450 |

## SUBARU

**Dealers:** 70 **Warranty:** 3 yrs/100000 mls

**Crosstrek** - 4495x1800mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 e-Boxer (136) at AWD Limited | 36.8 | 10.8 | 174 | 15 | £34995 |

**Touring:** add £2000 to Limited

**Solterra** - 4690x1860mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 71.4kWh (215) auto Limited AWD | 289 | 6.9 | 0 | N/A | £52495 |

**Touring:** add £3000 to Limited

**Forester** - 4625x1815mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 e-Boxer (150) auto AWD XE | 34.7 | 11.8 | 185 | 23 | £37995 |

**Premium:** add £3000 to XE

**Outback** - 4870x1875mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5i (169) auto AWD Limited | 32.8 | 10.2 | 193 | 19 | £37995 |

**Field:** add £4000 to Limited
**Touring:** add £5500 to Limited

## SUZUKI

**Dealers:** 149 **Warranty:** 3 yrs/60000 mls

**Swift** - 3860x1735mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 MHEV (82) Motion | 64.2 | 12.5 | 99 | 21 | £19199 |
| 1.2 MHEV (82) Ultra | 64.2 | 12.5 | 99 | 21 | £20299 |
| 1.2 MHEV (82) Ultra 4x4 | 57.6 | 13.6 | 110 | 20 | £21549 |
| 1.2 MHEV (82) auto Motion | 60.1 | 11.9 | 106 | 22 | £20449 |
| 1.2 MHEV (82) auto Ultra | 60.1 | 11.9 | 106 | 22 | £21549 |

**Vitara** - 4185x1775mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.4 Boosterjet (129) Motion | 53.2 | 9.5 | 119 | 22 | £26949 |
| 1.4 Boosterjet (129) Ultra | 53.2 | 9.5 | 120 | 22 | £28649 |
| 1.4 Boosterjet (129) Ultra 4x4 | 52.3 | 10.2 | 128 | 22 | £30449 |
| 1.5 Hybrid (115) auto Motion | 56.4 | 12.7 | 113 | 16 | £28699 |
| 1.5 Hybrid (115) auto Ultra | 56.4 | 12.7 | 114 | 17 | £30399 |
| 1.5 Hybrid (115) auto Ultra 4x4 | 50.4 | 13.5 | 127 | 16 | £32199 |

**S-Cross** - 4300x1785mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.4 Boosterjet (129) Motion | 53.2 | 9.5 | 120 | 22 | £26699 |
| 1.4 Boosterjet (129) Ultra 4x4 | 47.8 | 10.2 | 133 | 22 | £29699 |
| 1.5 Hybrid (115) auto Motion | 54.3 | 12.7 | 118 | 16 | £28449 |
| 1.5 Hybrid (115) auto Ultra 4x4 | 48.7 | 13.5 | 132 | 16 | £31449 |

**Across** - 4635x1855mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 PHEV (306) auto E-Four | 282.4 | 6.0 | 22 | 39 | £49529 |

## TESLA

**Dealers:** 17 **Warranty:** 4 yrs/50000 mls

**Model 3** - 4694x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** 25th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 60kWh (245) auto RWD | 318 | 5.8 | 0 | 36 | £39990 |
| 79kWh (320) auto RWD Long Range | 436 | 4.9 | 0 | 38 | £44990 |
| 79kWh (351) auto AWD Long Range | 390 | 4.2 | 0 | 41 | £49990 |
| 79kWh (460) at AWD Performance | 328 | 2.9 | 0 | 48 | £59990 |

**Model Y** - 4751x1978mm
**Euro NCAP:** ★★★★★ **Driver Power:** 15th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 81kWh (342) auto RWD Long Range | 373 | 5.9 | 0 | 45 | £46990 |
| 81kWh (384) auto AWD Long Range | 331 | 4.8 | 0 | 48 | £52990 |
| 81kWh (426) at AWD Performance | 319 | 3.5 | 0 | 50 | £59990 |

**Seven seats:** add £2500 to AWD LR

## TOYOTA

**Dealers:** 206 **Warranty:** 3 yrs/60000 mls

**Aygo X** - 3465x1615mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 VVT-i (72) Pure | 58.9 | 14.9 | 109 | 5 | £16140 |
| 1.0 VVT-i (72) Edge | 58.9 | 14.9 | 110 | 5 | £17180 |
| 1.0 VVT-i (72) auto Pure | 56.5 | 14.8 | 113 | 6 | £17245 |
| 1.0 VVT-i (72) auto Edge | 56.5 | 14.8 | 113 | 6 | £18285 |

**Exclusive:** add £1810 to Edge

**Yaris** - 3940x1745mm
**Euro NCAP:** ★★★★★ **Driver Power:** 35th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 VVT-i Hybrid (114) auto Icon | 68.9 | 9.7 | 92 | 13 | £22640 |
| 1.5 VVT-i Hybrid (114) auto Design | 68.9 | 9.7 | 91 | 14 | £23545 |
| 1.5 VVT-i Hybrid (114) auto GR Sport | 68.9 | 9.7 | 97 | 14 | £28815 |
| 1.5 VVT-i Hybrid (114) auto Excel | 68.9 | 9.7 | 96 | 14 | £26710 |
| 1.5 VVT-i Hybrid (114) auto Premiere | 68.9 | 9.7 | 96 | 14 | £28935 |

**GR Yaris** - 3995x1805mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.6T (257) GR Yaris | 34.3 | 5.5 | 186 | 35 | £32205 |
| 1.6T (257) GR Yaris Convenience | 34.3 | 5.5 | 186 | 35 | £34385 |
| 1.6T (257) GR Yaris Circuit Pack | 34.3 | 5.5 | 186 | 36 | £35705 |

**Corolla** - 4370x1790mm
**Euro NCAP:** ★★★★★ **Driver Power:** 23rd

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.8 VVT-i Hybrid (140) auto Icon | 64.2 | 9.1 | 100 | 17 | £30505 |
| 1.8 VVT-i Hybrid (140) auto Design | 61.4 | 9.1 | 104 | 17 | £32140 |
| 1.8 VVT-i Hybrid (140) at GR Sport | 60.1 | 9.1 | 105 | 17 | £33405 |
| 1.8 VVT-i Hybrid (140) auto Excel | 60.1 | 9.1 | 106 | 18 | £34240 |
| 2.0 VVT-i Hybrid (196) auto Icon | 64.2 | 7.4 | 98 | 21 | £32250 |
| 2.0 VVT-i Hybrid (196) auto Design | 62.8 | 7.4 | 102 | 21 | £33885 |
| 2.0 VVT-i Hybrid (196) at GR Sport | 61.4 | 7.4 | 103 | 21 | £35150 |
| 2.0 VVT-i Hybrid (196) auto Excel | 61.4 | 7.4 | 103 | 22 | £35985 |

**Corolla Touring Sports** - 4650x1790mm
**Euro NCAP:** ★★★★★ **Driver Power:** 23rd

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.8 VVT-i Hybrid (140) auto Icon | 62.8 | 9.4 | 101 | 17 | £31840 |
| 1.8 VVT-i Hybrid (140) auto Design | 60.1 | 9.4 | 106 | 17 | £33475 |
| 1.8 VVT-i Hybrid (140) at GR Sport | 60.1 | 9.4 | 107 | 17 | £35120 |
| 1.8 VVT-i Hybrid (140) auto Excel | 60.1 | 9.4 | 107 | 18 | £35955 |
| 2.0 VVT-i Hybrid (196) auto Icon | 64.2 | 7.7 | 100 | 21 | £33585 |
| 2.0 VVT-i Hybrid (196) auto Design | 61.4 | 7.7 | 104 | 21 | £35220 |
| 2.0 VVT-i Hybrid (196) at GR Sport | 61.4 | 7.7 | 105 | 21 | £36865 |
| 2.0 VVT-i Hybrid (196) auto Excel | 61.4 | 7.7 | 105 | 22 | £37700 |

**Prius Plug-in** - 4599x1782mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 VVT-i Hybrid (223) auto Design | 565.0 | 6.8 | 12 | 31 | £37315 |
| 2.0 VVT-i Hybrid (223) auto Excel | 403.5 | 6.8 | 17 | 31 | £39955 |

**Proace City Verso Elec** - 4403-4753x1848mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 50kWh (136) auto Icon Medium | 160 | 11.2 | 0 | 18 | £31849 |
| 50kWh (136) auto Design Medium | 160 | 11.2 | 0 | 19 | £36464 |
| 50kWh (136) auto Icon Long | 160 | 11.2 | 0 | 19 | £33129 |

**Proace Verso Electric** - 4959-5309x1920mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 75kWh (136) auto Icon Medium 8st | 143 | 12.1 | 0 | N/A | £45769 |
| 75kWh (136) at Design Medium 8st | 143 | 12.1 | 0 | N/A | £49263 |
| 75kWh (136) auto Icon Long 9st | 143 | 12.1 | 0 | N/A | £46477 |
| 75kWh (136) auto Design Long 8st | 143 | 12.1 | 0 | N/A | £53766 |
| 75kWh (136) auto Excel Long 7st | 143 | 12.1 | 0 | N/A | £55866 |

**Yaris Cross** - 4180x1765mm
**Euro NCAP:** ★★★★★ **Driver Power:** 41st

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 VVT-i Hybrid (116) auto Icon | 64.1 | 11.2 | 100 | 11 | £25530 |
| 1.5 VVT-i Hybrid (116) auto Design | 64.1 | 11.2 | 102 | 12 | £27130 |
| 1.5 VVT-i Hybrid (116) auto Excel | 64.1 | 11.2 | 112 | 12 | £30565 |
| 1.5 VVT-i Hybrid (116) at GR Sport | 64.1 | 11.2 | 112 | 12 | £31320 |
| 1.5 VVT-i Hyb (116) at AWD Excel | 55.3 | 11.8 | 115 | 12 | £32925 |

**C-HR** - 4362x1832mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.8 VVT-i Hybrid (140) auto Icon | 60.1 | 10.2 | 105 | 20 | £31300 |
| 1.8 VVT-i Hybrid (140) auto Design | 58.9 | 10.2 | 108 | 20 | £34695 |
| 1.8 VVT-i Hybrid (140) auto Excel | 57.7 | 10.2 | 110 | 22 | £38160 |
| 2.0 VVT-i Hybrid (197) at GR Sport | 57.7 | 8.1 | 110 | 27 | £40655 |
| 2.0 VVT-i PHEV (223) auto Design | 353.1 | 7.2 | 19 | 25 | £39145 |
| 2.0 VVT-i PHEV (223) auto Excel | 353.1 | 7.2 | 19 | 27 | £42610 |
| 2.0 VVT-i PHEV (223) at GR Sport | 353.1 | 7.2 | 19 | 26 | £43540 |

**bZ4X** - 4690x1860mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 71.4kWh (201) auto Pure FWD | 318 | 7.5 | 0 | 35 | £42860 |
| 71.4kWh (201) auto Motion FWD | 313 | 7.5 | 0 | 36 | £45210 |
| 71.4kWh (215) auto Motion AWD | 286 | 6.9 | 0 | 38 | £47810 |

**Vision:** add £3600 to Motion

**RAV4** - 4600x1855mm
**Euro NCAP:** ★★★★★ **Driver Power:** 31st

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.5 VVT-i Hyb (218) at Design FWD | 50.4 | 8.4 | 129 | 26 | £39885 |
| 2.5 VVT-i Hyb (222) at Design AWD | 48.7 | 8.1 | 131 | 28 | £42270 |
| 2.5 VVT-i PHV (306) at Design AWD | 282.4 | 6.0 | 22 | 36 | £44175 |

**Excel:** add £2985 to Design (not

PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

**Land Cruiser** - 4925x1980mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.8 D-4D (204) auto Invincible | 26.4 | 10.9 | 276 | 48 | £74995 |
| 2.8 D-4D (204) auto First Edition | 26.4 | 10.9 | 276 | 49 | £79995 |

**Hilux** - 5325x1855-1900mm
**Euro NCAP:** ★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.8 D-4D (204) D Cab Invincible | 33.2 | 10.1 | 223 | 45 | £41960 |
| 2.8 D-4D (204) D Cab Invincible X | 33.2 | 10.1 | 225 | 45 | £46020 |
| 2.8 D-4D mHEV (204) at DC Invinc | 30.0 | 10.7 | 259 | 45 | £43127 |
| 2.8 D-4D mHEV (204) at DC Invinc X | 30.0 | 10.7 | 259 | 45 | £47542 |
| 2.8 D-4D (204) at D Cab GR Sport | 30.0 | 10.7 | N/A | 45 | £49750 |
| 2.8 D-4D (204) at Invincible X AT35 | 30.0 | 10.7 | N/A | 45 | £73940 |

## VAUXHALL

**Dealers:** 338 **Warranty:** 3 yrs/60000 mls

**Corsa** - 4055x1765mm
**Euro NCAP:** ★★★★ **Driver Power:** 43rd

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Turbo (100) Yes | 54.3 | 9.9 | 118 | N/A | £18505 |
| 1.2 Turbo (100) Design | 54.3 | 9.9 | 117 | 20 | £20535 |
| 1.2 Turbo (100) GS | 54.3 | 9.9 | 117 | 19 | £22915 |
| 1.2 Turbo (100) auto Design | 51.4 | 10.2 | 125 | 19 | £22265 |
| 1.2 Hybrid (110) auto Design | 61.4 | 10.7 | 102 | 19 | £22900 |
| 1.2 Hybrid (110) auto GS | 62.8 | 10.7 | 104 | 19 | £25280 |
| 1.2 Hybrid (145) auto GS | 60.1 | 8.6 | 106 | 25 | £26250 |
| 1.2 Turbo (130) auto GS | 49.6 | 8.7 | 127 | 23 | £25615 |
| 50kWh (136) auto Yes | 221 | 8.2 | 0 | N/A | £26895 |
| 50kWh (136) auto Design | 219 | 8.2 | 0 | 28 | £29045 |
| 50kWh (136) auto GS | 214 | 8.2 | 0 | 26 | £31230 |
| 54kWh (156) auto Design | 246 | 8.2 | 0 | 30 | £30440 |
| 54kWh (156) auto GS | 246 | 8.2 | 0 | 28 | £32625 |

**Ultimate:** add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

**Astra** - 4374x1860mm
**Euro NCAP:** ★★★★ **Driver Power:** 3rd

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Turbo (110) Design | 51.4 | 10.5 | 123 | 16 | £26970 |
| 1.2 Turbo (130) Design | 51.4 | 9.7 | 123 | 17 | £27570 |
| 1.2 Turbo (130) GS | 51.4 | 9.7 | 124 | 19 | £29865 |
| 1.2 Turbo (130) auto Design | 50.4 | 9.7 | 127 | 18 | £29070 |
| 1.2 Turbo (130) auto GS | 50.4 | 9.7 | 127 | 20 | £31415 |
| 1.2T Hybrid (145) auto Design | 60.1 | 9.0 | 106 | 20 | £30035 |
| 1.2T Hybrid (145) auto GS | 60.1 | 9.0 | 109 | 20 | £32330 |
| 1.6 PHEV (180) auto GS | 256.0 | 9.3 | 24 | 24 | £37935 |
| 1.6 PHEV (225) auto GSe | 256.0 | 7.5 | 25 | 31 | £41800 |
| 54kWh (156) auto Design | 254 | 9.2 | 0 | 26 | £34945 |
| 54kWh (156) auto GS | 254 | 9.2 | 0 | 26 | £37240 |

**Sports Tourer estate:** add £2200
**Ultimate:** add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

**Combo Life Electric** - 4403-4753x1921mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 50kWh (136) auto Design | 211 | 11.7 | 0 | 21 | £32180 |
| 50kWh (136) auto Ultimate | 210 | 11.7 | 0 | 22 | £34695 |
| 50kWh (136) auto Design XL 7st | 213 | 11.7 | 0 | 23 | £33080 |
| 50kWh (136) auto Ultimate XL 7st | 208 | 11.7 | 0 | 23 | £35595 |

**Vivaro Life Electric** - 4956-5306x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 49kWh (136) auto Combi | 84 | 14.3 | 0 | 36 | £37145 |
| 49kWh (136) auto XL Combi | 84 | 14.3 | 0 | 36 | £43725 |
| 75kWh (136) auto Combi | 133 | 14.3 | 0 | 36 | £43725 |
| 75kWh (136) auto XL Combi | 133 | 14.3 | 0 | 36 | £48795 |

**Design:** add £5605 to 75kWh Combi
**Ultimate:** add £5325 to Design

**Mokka** - 4151x1791mm
**Euro NCAP:** N/A **Driver Power:** 18th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Turbo (136) Design | 49.5 | 8.9 | 129 | 22 | £24705 |
| 1.2 Turbo (136) GS | 49.5 | 8.9 | 129 | 21 | £25905 |
| 1.2 Turbo (130) auto Design | 45.5 | 8.9 | 139 | 22 | £26305 |
| 1.2 Turbo (130) auto GS | 46.3 | 8.9 | 138 | 21 | £27505 |
| 1.2 Hybrid (145) auto Design | 58.8 | 8.2 | 108 | 24 | £27305 |
| 1.2 Hybrid (145) auto GS | 57.6 | 8.2 | 110 | 23 | £28505 |
| 54kWh (156) Design | 249 | 9.0 | 0 | 24 | £33245 |
| 54kWh (156) GS | 250 | 9.0 | 0 | 23 | £35905 |

**Ultimate:** add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

**Frontera** - 4385x1795mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (100) auto Design | 53.3 | 11.0 | 119 | 17 | £23495 |
| 1.2 Hybrid (100) auto GS | 53.3 | 11.0 | 120 | 19 | £25395 |
| 1.2 Hybrid (136) auto Design | 53.3 | 9.0 | 119 | 22 | £25005 |
| 1.2 Hybrid (136) auto GS | 53.3 | 9.0 | 120 | 23 | £26905 |
| 44kWh (113) auto Design | 186 | 12.1 | 0 | 16 | £23495 |
| 44kWh (113) auto GS | 186 | 12.1 | 0 | 17 | £25395 |

**Seven seats:** add £550 to 1.2 GS

**Grandland** - 4477x1856mm
**Euro NCAP:** ★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.2 Hybrid (145) auto Design | 50.4 | 10.2 | 124 | N/A | £34700 |
| 1.2 Hybrid (145) auto GS | 51.4 | 10.2 | 124 | N/A | £36650 |
| 1.2 Hybrid (145) auto Ultimate | 51.4 | 10.2 | 124 | N/A | £38400 |
| 73kWh (213) auto Design | 318 | 9.0 | 0 | 35 | £40995 |
| 73kWh (213) auto GS | 323 | 9.0 | 0 | 36 | £43145 |
| 73kWh (213) auto Ultimate | 318 | 9.0 | 0 | 36 | £45195 |

## VOLKSWAGEN

**Dealers:** 223 **Warranty:** 3 yrs/60000 mls

**Polo** - 4074x1751mm
**Euro NCAP:** ★★★★★ **Driver Power:** 34th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 (80) Life | 52.7 | 15.6 | 122 | 1 | £21470 |
| 1.0 TSI (95) Life | 55.2 | 10.8 | 116 | 8 | £22410 |
| 1.0 TSI (95) R-Line | 55.1 | 10.8 | 117 | 11 | £24810 |
| 1.0 TSI (95) Edition 50 | 51.7 | 10.8 | 124 | 11 | £26350 |
| 1.0 TSI (95) auto Life | 52.7 | 11.5 | 122 | 8 | £23845 |
| 1.0 TSI (115) auto R-Line | 52.3 | 9.8 | 123 | 11 | £27470 |
| 1.0 TSI (115) auto Black Edition | 50.0 | 9.8 | 129 | 11 | £27970 |
| 2.0 TSI (207) auto GTI | 43.1 | 6.5 | 149 | 23 | £30740 |

**Match:** add £690 to 1.0 TSI (95) Life

**Golf** - 4284x1789mm
**Euro NCAP:** ★★★★★ **Driver Power:** 49th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (115) Life | 53.6 | 9.9 | 121 | 17 | £28150 |
| 1.5 TSI (115) Match | 52.8 | 9.9 | 122 | 17 | £28325 |
| 1.5 eTSI (115) auto Style | 53.4 | 9.9 | 120 | 18 | £31010 |
| 1.5 TSI (150) Match | 52.0 | 8.6 | 124 | 21 | £29465 |
| 1.5 TSI (150) R-Line | 50.7 | 8.6 | 127 | 21 | £31490 |
| 1.5 eTSI (150) auto Match | 54.9 | 8.4 | 117 | 22 | £31065 |
| 1.5 eTSI (150) auto R-Line | 52.6 | 8.4 | 122 | 22 | £33090 |
| 1.5 TSI PHEV (204) auto Match | 1084.1 | 7.2 | 6 | 26 | £36420 |
| 1.5 TSI PHEV (272) auto GTE | 863.2 | 6.6 | 8 | 30 | £40140 |
| 2.0 TSI (265) auto GTI | 39.6 | 5.9 | 162 | 31 | £40875 |
| 2.0 TSI (300) auto GTI Clubsport | 37.4 | 5.6 | 171 | 31 | £43215 |
| 2.0 TSI (333) auto 4MOTION R | 34.9 | 4.6 | 184 | 33 | £45800 |
| 2.0 TDI (115) Match | 64.6 | 10.2 | 115 | 19 | £30120 |
| 2.0 TDI (150) auto R-Line | 60.5 | 8.0 | 122 | 24 | £34890 |

**Style:** add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

**Golf Estate** - 4633x1789mm
**Euro NCAP:** ★★★★★ **Driver Power:** 49th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (115) Life | 52.5 | 10.2 | 123 | 17 | £29500 |
| 1.5 eTSI (115) auto Life | 53.9 | 10.3 | 119 | 17 | £31100 |
| 1.5 TSI (150) Life | 51.5 | 8.8 | 125 | 21 | £30630 |
| 1.5 TSI (150) Style | 50.2 | 8.8 | 128 | 22 | £32300 |
| 1.5 eTSI (150) auto Life | 53.7 | 8.6 | 120 | 22 | £32230 |
| 1.5 eTSI (150) auto Style | 54.2 | 8.6 | 119 | 23 | £33900 |
| 2.0 TSI (333) auto 4MOTION R | 34.6 | 4.8 | 185 | 33 | £47150 |
| 2.0 TDI (115) Life | 64.4 | 10.5 | 115 | 19 | £31295 |
| 2.0 TDI (150) auto Style | 61.0 | 8.4 | 122 | 24 | £35695 |

**R-Line:** add £540 to Style

**ID.3** - 4261x1809mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (170) auto Pure Essential | 241 | 8.2 | 0 | 20 | £30860 |
| 58kWh (204) auto Pro Essential | 269 | 7.6 | 0 | 26 | £35740 |
| 77kWh (204) auto Pro S Essential | 346 | 8.2 | 0 | 30 | £39230 |
| 79kWh (326) auto GTX Performance | 369 | 5.7 | 0 | 34 | £46325 |

**Match:** add £710-£1360 to Essential

**Passat Estate** - 4917x1849mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 eTSI (150) auto Life | 52.6 | 9.2 | 122 | 25 | £39950 |
| 1.5 eTSI (150) auto Elegance | 52.3 | 9.2 | 123 | 26 | £43045 |
| 1.5 eTSI (150) auto R-Line | 50.9 | 9.2 | 126 | 26 | £43955 |
| 2.0 TSI (204) auto R-Line | 40.4 | 7.5 | 159 | N/A | £47715 |
| 1.5 TSI PHEV (204) auto Life | 904.6 | 8.1 | 7 | 30 | £44555 |
| 1.5 TSI PHEV (204) auto Elegance | 882.5 | 8.1 | 7 | 32 | £47650 |
| 1.5 TSI PHEV (204) auto R-Line | 789.5 | 8.1 | 8 | 32 | £48900 |
| 1.5 TSI PHEV (272) auto Elegance | 853.3 | 7.1 | 8 | 34 | £50370 |
| 1.5 TSI PHEV (272) auto R-Line | 760.9 | 7.1 | 8 | 34 | £51420 |

**ID.7** - 4961x1862mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (286) auto Pro Match Plus | 380 | 6.5 | 0 | 38 | £51005 |
| 86kWh (286) auto Pro S Match Plus | 433 | 6.6 | 0 | 39 | £54490 |
| 86kWh (340) auto 4MOTION GTX+ | 364 | 5.4 | 0 | 41 | £59110 |

**ID.7 Tourer** - 4961x1862mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 77kWh (286) auto Pro Match Plus | 372 | 6.6 | 0 | 38 | £51795 |
| 86kWh (286) auto Pro S Match Plus | 422 | 6.7 | 0 | 38 | £55280 |
| 86kWh (340) auto 4MOTION GTX+ | 357 | 5.5 | 0 | 41 | £59900 |

**ID.Buzz** - 4962-4712x1985mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 79kWh (286) auto Life SWB | 283 | 7.6 | 0 | 37 | £59135 |
| 79kWh (286) auto Style SWB | 277 | 7.6 | 0 | 40 | £63935 |
| 79kWh (340) at 4MOTION GTX SWB | 255 | 6.1 | 0 | 42 | £67535 |
| 86kWh (286) auto Life LWB | 293 | 7.9 | 0 | 37 | £59645 |
| 86kWh (286) auto Style LWB | 286 | 7.9 | 0 | 40 | £64445 |
| 86kWh (340) at 4MOTION GTX LWB | 282 | 6.4 | 0 | 42 | £68045 |

**Six seats:** add £150 to SWB

**Caddy** - 4500-4853x1855mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (116) SWB | 43.5 | 11.9 | 149 | 8 | £29113 |
| 1.5 TSI (116) California SWB | 42.2 | 11.9 | 153 | 8 | £36215 |
| 1.5 TSI (116) auto Life SWB | 42.2 | 11.9 | 153 | 10 | £35129 |
| 1.5 TSI (116) auto California SWB | 41.5 | 11.9 | 155 | 10 | £38447 |
| 2.0 TDI (102) SWB | 53.3 | 13.5 | 140 | 9 | £30757 |
| 2.0 TDI (102) Life SWB | 52.3 | 13.5 | 141 | 9 | £33655 |
| 2.0 TDI (122) auto SWB | 51.4 | 11.4 | 145 | 12 | £34303 |
| 2.0 TDI (122) auto Life SWB | 50.4 | 11.4 | 146 | 12 | £37201 |
| 2.0 TDI (122) auto California Maxi | 49.6 | 11.4 | 150 | 12 | £42364 |

**Maxi:** add £1003-£1378 to SWB

**Multivan** - 4973-5173x1941mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI PHEV (245) at 4MOT Life | 353.1 | 9.0 | 19 | 36 | £54525 |
| 1.5 TSI PHEV (245) at 4MOT Style | 313.9 | 9.0 | 19 | 36 | £65385 |
| 1.5 TSI PHEV (245) at 4MT Life Long | 313.9 | 9.0 | 19 | 37 | £56001 |
| 1.5 TSI PHEV (245) at 4MT Styl Long | 313.9 | 9.0 | 20 | 37 | £66825 |
| 2.0 TSI (204) auto Style | 31.7 | 9.0 | 202 | 26 | £66925 |
| 2.0 TSI (204) auto Style Long | 31.7 | 9.0 | 203 | 27 | £66925 |
| 2.0 TDI (150) auto Life | 43.5 | 11.6 | 172 | 26 | £49913 |
| 2.0 TDI (150) auto Style | 43.5 | 11.6 | 171 | 30 | £61411 |
| 2.0 TDI (150) auto Life Long | 43.5 | 11.6 | 170 | 28 | £51371 |
| 2.0 TDI (150) auto Style Long | 42.8 | 11.6 | 172 | 28 | £62869 |

**Grand California** - 5986-6836x2040mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TDI (163) auto 600 3.5t | 26.2 | N/A | 285 | N/A | £84151 |
| 2.0 TDI (163) auto 600 3.88t | 25.9 | N/A | 286 | N/A | £84820 |
| 2.0 TDI (163) auto 680 3.88t | 25.9 | N/A | 287 | N/A | £86896 |
| 2.0 TDI (163) auto 4MOT 680 3.88t | N/A | N/A | N/A | N/A | £94840 |

**Taigo** - 4266x1757mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) Life | 53.2 | 11.1 | 121 | 12 | £24770 |
| 1.0 TSI (115) Life | 53.0 | 9.9 | 121 | 14 | £25605 |
| 1.0 TSI (115) Black Edition | 51.3 | 9.9 | 126 | 14 | £29770 |
| 1.0 TSI (115) auto Life | 51.1 | 10.2 | 126 | 14 | £27200 |
| 1.0 TSI (115) auto Style | 50.4 | 10.2 | 128 | 14 | £30140 |
| 1.0 TSI (115) auto R-Line | 50.5 | 10.2 | 127 | 14 | £31095 |
| 1.5 TSI (150) auto R-Line | 48.8 | 8.2 | 132 | 22 | £32640 |

**Match:** add £175 to Life
**Black Edition:** add £490 to R-Line

**T-Cross** - 4235x1782mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (95) Life | 51.5 | 11.3 | 125 | 9 | £25425 |
| 1.0 TSI (115) Life | 51.5 | 10.1 | 125 | 10 | £26270 |
| 1.0 TSI (115) Style | 50.5 | 10.1 | 127 | 10 | £29080 |
| 1.0 TSI (115) R-Line | 50.6 | 10.1 | 127 | 10 | £29965 |
| 1.0 TSI (115) auto Life | 49.7 | 10.3 | 129 | 10 | £27880 |
| 1.0 TSI (115) auto Style | 49.0 | 10.3 | 131 | 10 | £30790 |
| 1.0 TSI (115) auto R-Line | 49.1 | 10.3 | 131 | 10 | £31765 |
| 1.5 TSI (150) auto Style | 47.2 | 8.4 | 136 | 16 | £32240 |
| 1.5 TSI (150) auto R-Line | 47.4 | 8.4 | 135 | 16 | £33175 |

**Match:** add £175 to Life
**R-Line:** add £935 to Style
**Black Edition:** add £500 to R-Line

**T-Roc** - 4236x1819mm
**Euro NCAP:** ★★★★★ **Driver Power:** 38th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (115) Life | 48.9 | 10.1 | 132 | 18 | £29410 |
| 1.5 TSI (150) Life | 47.3 | 8.4 | 136 | 17 | £30980 |
| 1.5 TSI (150) Style | 47.4 | 8.4 | 136 | 17 | £33900 |
| 1.5 TSI (150) auto Life | 46.8 | 8.3 | 138 | 18 | £32720 |
| 1.5 TSI (150) auto Style | 46.8 | 8.3 | 137 | 18 | £35640 |
| 2.0 TSI (300) auto 4MOTION R | 33.6 | 4.9 | 191 | 35 | £45465 |

**Match:** add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
**Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

**T-Roc Cabriolet** - 4271x1811mm
**Euro NCAP:** ★★★★★ **Driver Power:** 38th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.0 TSI (115) Style | 46.4 | 11.3 | 138 | 14 | £35675 |
| 1.5 TSI (150) Style | 45.1 | 10.0 | 142 | 19 | £37190 |
| 1.5 TSI (150) R-Line | 45.5 | 10.0 | 141 | 19 | £39810 |
| 1.5 TSI (150) auto Style | 44.9 | 9.4 | 143 | 20 | £38890 |
| 1.5 TSI (150) auto R-Line | 45.2 | 9.4 | 142 | 20 | £41510 |

**ID.4** - 4584x1852mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (170) auto Pure Match | 222 | 9.0 | 0 | 23 | £39590 |
| 77kWh (286) auto Pro Match | 347 | 6.7 | 0 | 33 | £44440 |
| 77kWh (286) at 4MOTION Match Pro | 325 | 6.6 | 0 | 39 | £46120 |
| 77kWh (340) auto 4MOTION GTX Ed | 321 | 5.4 | 0 | 39 | £52245 |

**ID.5** - 4599x1852mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 52kWh (170) auto Pure Match | 227 | 8.9 | 0 | 25 | £41090 |
| 77kWh (286) auto Pro Match Pro | 344 | 6.7 | 0 | 35 | £45900 |
| 77kWh (340) auto 4MOTION GTX Ed | 327 | 5.4 | 0 | 41 | £53745 |

**Tiguan** - 4539x1842mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (130) auto Life | 47.5 | 10.2 | 135 | 18 | £37230 |
| 1.5 TSI (130) auto Match | 47.4 | 10.2 | 135 | 18 | £37525 |
| 1.5 TSI (150) auto Match | 47.6 | 9.1 | 135 | 21 | £38325 |
| 1.5 TSI (150) auto Elegance | 47.7 | 9.1 | 135 | 22 | £40720 |
| 1.5 TSI (150) auto R-Line | 45.9 | 9.1 | 140 | 22 | £41125 |
| 1.5 TSI PHEV (204) auto Match | 740.5 | 8.2 | 9 | 27 | £42960 |
| 1.5 TSI PHEV (204) auto Elegance | 751.4 | 8.2 | 9 | 28 | £45355 |
| 1.5 TSI PHEV (204) auto R-Line | 660.5 | 8.2 | 10 | 28 | £45760 |
| 1.5 TSI PHEV (272) auto R-Line | 665.3 | 7.2 | 10 | 31 | £48480 |
| 2.0 TSI (204) auto 4MOTION R-Line | 36.4 | 7.1 | 177 | 29 | £46820 |
| 2.0 TSI (265) auto 4MOTION R-Line | 33.7 | 5.9 | 191 | 32 | £50340 |
| 2.0 TDI (150) auto Match | 52.1 | 9.4 | 142 | 22 | £39515 |
| 2.0 TDI (150) auto Elegance | 52.1 | 9.4 | 142 | 23 | £41910 |
| 2.0 TDI (150) auto R-Line | 50.8 | 9.4 | 146 | 23 | £42315 |

**Tayron** - 4792x1853mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 TSI (150) auto Life | 46.5 | 9.4 | 139 | 25 | £40130 |
| 1.5 TSI (150) auto Elegance | 46.5 | 9.4 | 138 | 25 | £42700 |
| 1.5 TSI (150) auto R-Line | 45.0 | 9.4 | 150 | 25 | £43105 |
| 1.5 TSI PHEV (204) auto Life | 733.1 | 8.6 | 9 | 30 | £44015 |
| 1.5 TSI PHEV (204) auto Elegance | 735.7 | 8.6 | 9 | 30 | £46585 |
| 1.5 TSI PHEV (204) auto R-Line | 634.7 | 8.6 | 10 | 30 | £46990 |
| 1.5 TSI PHEV (272) auto R-Line | 631.5 | 7.3 | 10 | 33 | £49710 |
| 2.0 TSI (204) auto 4MOTION R-Line | 35.6 | 9.7 | 180 | 22 | £49150 |
| 2.0 TSI (265) auto 4MOTION R-Line | 32.9 | 9.7 | 195 | 22 | £52320 |
| 2.0 TDI (150) auto Life | 50.9 | 9.7 | 145 | 22 | £41320 |
| 2.0 TDI (150) auto Elegance | 50.9 | 9.7 | 145 | 22 | £43890 |
| 2.0 TDI (150) auto R-Line | 49.3 | 9.7 | 150 | 22 | £44295 |

**Match:** add £1300 to Life PHEV

**Touareg** - 4902x1984mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 3.0 V6 TSI PHV (381) auto 4MT Eleg | 113.1 | 5.9 | 57 | 47 | £71390 |
| 3.0 V6 TSI PHV (462) auto 4MOT R | 115.4 | 5.2 | 56 | 49 | £82950 |
| 3.0 V6 TDI (286) auto 4MOT Black Ed | 34.4 | 6.4 | 215 | 45 | £74525 |

**Amarok** - 5390x1910mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 TDI (170) 4MOTION Life | 33.6 | 11.6 | 221 | N/A | £43030 |
| 2.0 TDI (205) auto 4MOTION Life | 32.5 | 10.5 | 227 | N/A | £44688 |
| 2.0 TDI (205) auto 4MOTION Style | 32.1 | 10.5 | 230 | N/A | £53686 |
| 3.0 V6 TDI (240) auto 4MOT Style | 28.0 | 9.0 | 264 | N/A | £56836 |
| 3.0 V6 TDI (240) at 4MOT Panam | 28.0 | 9.0 | 265 | N/A | £59674 |
| 3.0 V6 TDI (240) at 4MT Aventura | 28.0 | 9.0 | 265 | N/A | £60682 |

## VOLVO

**Dealers:** 117 **Warranty:** 3 yrs/60000 mls

**V60** - 4778-4784x1916mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 B4 (197) auto Plus | 44.8 | 7.2 | 143 | 31 | £43940 |
| 2.0 B4 (197) auto Ultra | 44.8 | 7.2 | 144 | 31 | £48390 |
| 2.0 T6 PHEV (350) auto Plus AWD | 352.6 | 5.2 | 17 | 42 | £51310 |
| 2.0 T8 PHEV (455) auto Ultra AWD | 352.6 | 4.4 | 18 | 42 | £57760 |

**ES90** - 5000x2054mm
**Euro NCAP:** N/A **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 92kWh (333) at Single Motor Plus | 401 | 6.6 | 0 | 44 | £69760 |
| 92kWh (333) at Single Motor Ultra | 400 | 6.6 | 0 | 45 | £79160 |
| 106kWh (449) at Twin Motor Ultra | 435 | 5.4 | 0 | 48 | £83360 |
| 111kWh (680) at Tw Mot Perf Ultra | 435 | 4.0 | 0 | 50 | £87960 |

**V90** - 4945-4959x1895-1929mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 T6 PHEV (350) auto Plus AWD | 352.6 | 5.2 | 18 | 42 | £62410 |
| 2.0 T8 PHEV (455) auto Ultra AWD | 313.4 | 4.5 | 20 | 42 | £70910 |

**EX30** - 4233x1940mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 51kWh (272) at Single Motor Core | 209 | 5.4 | 0 | 35 | £33060 |
| 51kWh (272) at Single Motor Plus | 209 | 5.4 | 0 | 36 | £35160 |
| 69kWh (272) at Ext'd Range Core | 296 | 5.1 | 0 | 37 | £37260 |
| 69kWh (272) at Ext'd Range Plus | 296 | 5.1 | 0 | 38 | £39860 |
| 69kWh (272) at Ext'd Range Ultra | 295 | 5.1 | 0 | 38 | £43360 |
| 69kWh (428) at Twin Motor Plus | 280 | 3.4 | 0 | 40 | £42360 |
| 69kWh (428) at Twin Motor Ultra | 279 | 3.4 | 0 | 41 | £45860 |
| 69kWh (428) auto Twin Motor XC | 265 | 3.4 | 0 | 41 | £47060 |

**EC40** - 4440x1910mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 69kWh (238) at Single Motor Plus | 300 | 6.9 | 0 | 34 | £52410 |
| 78kWh (252) at Ext'd Range Plus | 346 | 6.9 | 0 | 35 | £54160 |
| 78kWh (252) at Ext'd Range Ultra | 341 | 6.9 | 0 | 37 | £58410 |
| 82kWh (408) at Twin Motor Plus | 340 | 4.5 | 0 | 40 | £57660 |
| 82kWh (408) at Twin Motor Ultra | 336 | 4.5 | 0 | 41 | £61910 |
| 82kWh (442) at Twin Perf Plus Black | 337 | 4.4 | 0 | 41 | £59660 |
| 82kWh (442) at Twin Perf Ultra Blk | 336 | 4.4 | 0 | 41 | £63160 |

**Black Edition:** add £750 to Extended Range Plus, add £250 to Extended Range Ultra

**EX40** - 4440x1910mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 69kWh (238) at Single Motor Core | 296 | 6.9 | 0 | 35 | £46260 |
| 69kWh (238) at Single Motor Plus | 294 | 6.9 | 0 | 35 | £52410 |
| 78kWh (252) at Ext'd Range Core | 343 | 6.9 | 0 | 36 | £48010 |
| 78kWh (252) at Ext'd Range Plus | 341 | 4.6 | 0 | 42 | £54160 |
| 78kWh (252) at Ext'd Range Ultra | 332 | 4.6 | 0 | 42 | £58410 |
| 82kWh (408) at Twin Motor Plus | 332 | 4.6 | 0 | 42 | £57660 |
| 82kWh (408) at Twin Motor Ultra | 323 | 4.6 | 0 | 42 | £61910 |
| 82kWh (442) at Twin Perf Plus Black | 326 | 4.4 | 0 | 41 | £59610 |
| 82kWh (442) at Twin Perf Ultra Blk | 324 | 4.4 | 0 | 41 | £63160 |

**Black Edition:** add £750 to Extended Range Plus, add £250 to Extended Range Ultra

**XC40** - 4440x1910mm
**Euro NCAP:** ★★★★★ **Driver Power:** 37th

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 1.5 B3 (163) auto Core | 42.7 | 8.3 | 150 | 23 | £36840 |
| 1.5 B3 (163) auto Plus | 42.7 | 8.3 | 149 | 24 | £40090 |
| 1.5 B3 (163) auto Ultra | 42.7 | 8.3 | 153 | 25 | £45910 |
| 2.0 B4 (197) auto Plus | 42.7 | 7.3 | 149 | 26 | £41240 |
| 2.0 B4 (197) auto Ultra | 42.7 | 7.3 | 153 | 27 | £47060 |

**Black Edition:** add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

**XC60** - 4708x1999mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 B5 (250) auto Core AWD | 37.6 | 6.5 | 170 | 34 | £48410 |
| 2.0 B5 (250) auto Plus AWD | 37.6 | 6.5 | 172 | 34 | £53740 |
| 2.0 B5 (250) auto Ultra AWD | 37.6 | 6.5 | 179 | 34 | £62740 |
| 2.0 T6 PHEV (350) auto Core AWD | 313.4 | 5.4 | 22 | 22 | £55360 |
| 2.0 T6 PHEV (350) auto Plus AWD | 313.4 | 5.4 | 22 | 22 | £59860 |
| 2.0 T8 PHEV (455) auto Ultra AWD | 282.1 | 4.6 | 24 | 41 | £68860 |

**Black Edition:** add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

**XC90** - 4953x2008mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 2.0 B5 (250) auto Core AWD | 32.8 | 7.3 | 193 | 37 | £65450 |
| 2.0 B5 (250) auto Plus AWD | 32.8 | 7.3 | 195 | 38 | £70450 |
| 2.0 B6 (250) auto Ultra AWD | 32.8 | 7.3 | 199 | 39 | £76950 |
| 2.0 T8 PHEV (455) auto Core AWD | 235.1 | 5.1 | 30 | 42 | £72760 |
| 2.0 T8 PHEV (455) auto Plus AWD | 235.1 | 5.1 | 31 | 42 | £77760 |
| 2.0 T8 PHEV (455) auto Ultra AWD | 235.1 | 5.1 | 32 | 43 | £84260 |

**EX90** - 5037x2039mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 104kWh (279) auto Single Plus | 380 | 8.0 | 0 | 50 | £82660 |
| 111kWh (408) auto Twin Motor Plus | 385 | 4.7 | 0 | 50 | £89560 |
| 111kWh (408) at Twin Motor Ultra | 375 | 5.7 | 0 | 50 | £96360 |
| 111kWh (517) at Tw Motor Perf Ult | 375 | 4.7 | 0 | 50 | £99960 |

## XPENG

**Dealers:** 20 **Warranty:** TBC

**G6** - 4753x1920mm
**Euro NCAP:** ★★★★★ **Driver Power:** N/A

| | MPG/EV RANGE | 0-60MPH | CO2 | INSURANCE GROUP | LIST PRICE |
|---|---|---|---|---|---|
| 66kWh (258) auto Standard Range | 270 | 6.6 | 0 | N/A | £39990 |
| 88kWh (285) auto Long Range | 354 | 6.2 | 0 | N/A | £44990 |

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

COMFORTABLY and confidently, the Volkswagen brand currently occupies the top slot in the UK new-car sales league. And in the immediate future, there's zero prospect of it being knocked off its perch.

> “DRIVERS WHO BUY AN ID.3, 4, 5, OR 7 BUT REGRET IT 80 TO 100 DAYS LATER CAN DEMAND 97 PER CENT REFUNDS. WHAT A BRAVELY IMAGINATIVE OFFER FROM VW”

But just as VW fought hard to steal that position from Ford, I believe the German firm will, in turn, be dislodged. No need to panic just yet, though; it'll probably be years, not months, before it's dethroned.

So, the big, obvious question is: who'll eventually inherit that coveted number one slot?

With the massive bonus of greenfield factories in the UK and talented, productive, well behaved Brit workers, Nissan and Toyota are – on paper – best placed to become market leader. Especially because they enjoy the huge added benefit of selling their Japanese-built models alongside those produced in Britain. But unfathomably, neither has lodged a serious challenge to rise to number one.

Same goes for South Korea's plucky Hyundai and upstart sister, Kia. Both import cars built in Europe, their home country and elsewhere. And nothing would please them more than to be top of the UK sales tree. But neither is – or looks likely to be, with their retail prices having shifted from low/medium to medium/high. Or in some cases very high.

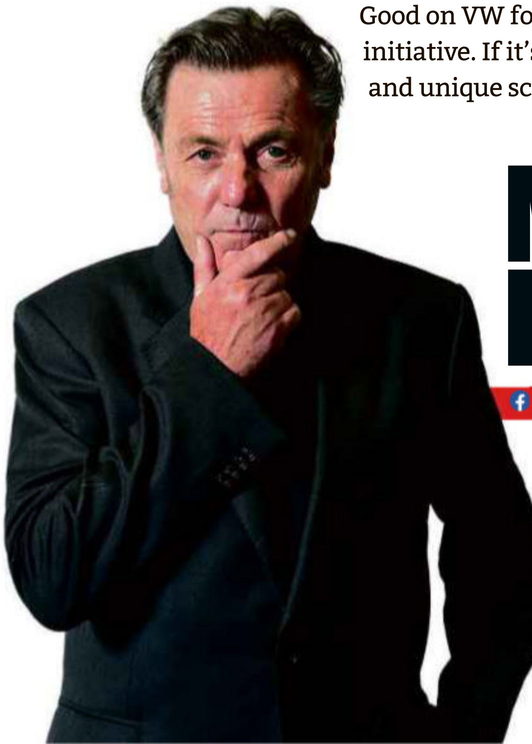
All this means that only a Chinese firm stands a realistic chance of toppling VW. Almost 20 China-based brands are already peddling their wares in the UK. Eventually, there'll be dozens. So it's too early to predict which firm will take over at the top.

That said, a few contenders are emerging. Last month VW sold fewer cars than in the same month of 2024. Yet BYD sales rose by 349 per cent during the 12-month period, Omoda impressed with a 142 per cent rise, while Jaecoo is even more remarkable, after selling zero cars in October '24 but around 100 per day last month – and that's before the arrival of its smaller 5 SUV starting at under £25k and with Range Rover-esque looks.

But VW won't relinquish its crown without a fierce fight. And on 3 November it added a weapon it hopes will see off the growing threats. VW calls its latest offer (which runs until 31 March 2026) the ‘ID. Promise’ – and I think it's a brave, groundbreaking deal.

Any retail customer who buys a new, pure-electric ID.3, 4, 5, or 7, but later regrets his or her decision, can – within an 80 to 100-day window from the point of taking delivery – return it to the supplying dealer and demand an immediate refund. They won't get back every penny of their original outlay, but they will receive 97 per cent of it after a not unreasonable “three per cent depreciation charge” is imposed on those who decide to throw in the towel after two or three months as EV drivers.

Good on VW for such a daringly different, consumer-friendly initiative. If it's to retain its top spot, it needs imaginative and unique schemes like this. Long may they continue.



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| CIG81216 | 4.9 x 3.7 x 2.5m | 140613574 | £315.00 | - | £378.00 |
| CIG81020 | 6.1 x 3 x 2.4m | 140613572 | £339.00 | £414.00 | £406.80 |
| CIG81220 | 6.1 x 3.7 x 2.5m | 140613576 | £389.00 | - | £466.80 |
| CIG81224 | 7.3 x 3.7 x 2.5m | 140613578 | £479.00 | - | £574.80 |
| CIG1432 | 9.7x4.3x3.65m | 140613594 | £1079.00 | - | £1294.80 |
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|---|---|---|---|---|---|
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| Devil 600 | 15kW | 010415023 | £99.75 | - | £119.70 |
| Devil 700 | 15kW | 010410182 | £114.99 | - | £137.99 |
| Devil 900 | 24.9kW | 010410186 | £164.99 | £203.98 | £197.99 |
| DEVIL 900DV | 24.9kW | 010411175 | £169.98 | - | £203.98 |
| DEVIL1600DV | 36.6kW | 010411191 | £199.00 | - | £238.80 |
| Devil 1600 | 36.6kW | 010410190 | £189.98 | £239.98 | £227.98 |
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|---|---|---|---|---|---|
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| Shhh 50/150 | 7cfm | 50L | 000112445 | £179.98 | £215.98 |
| Shhh 50/350 | 16.9cfm | 50L | 000112450 | £279.00 | £334.80 |

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| DARLINGTON, DL1 1RB | 01325 380841 |
| DEAL KENT, CT14 6BQ | 01304 373434 |
| DERBY, DE1 2ED | 01332 290931 |
| DONCASTER, DN2 4NY | 01302 245999 |
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| EXETER, EX2 8QG | 01392 256744 |
| GATESHEAD, NE8 4XA | 0191 493 2520 |
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| LUTON, LU4 8JS | 01582 728063 |
| MAIDSTONE, ME15 6HE | 01622 769572 |
| MC CENTRAL, M8 8DU | 0161 241 1851 |
| MC OPENSHAW, M11 1AA | 0161 223 8376 |
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